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RUSSELL ERRETT, Editor.

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The Pittsburgh Commercial.

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The Daily and Weekly Commercial.—NEWSPAPER DECISIONS.—1. Any one who takes a paper regularly from the Postoffice—whether directed to his name or another's, or whether he has subscribed or not—is responsible for the payment.

2. If a person orders his paper discontinued, he must pay all arrearages, or the publisher may continue to send it until payment is made, and collect the whole amount whether the paper is taken from the office or not.

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FIRST EDITION.

FOREIGN NEWS.

BY THE ATLANTIC CABLE.

England.

DUNCAN, SHERMAN & CO.'S LETTERS OF CREDIT—OVER 1,000 SUFFERERS ABROAD—THE FIRM DENOUNCED.

LONDON, August 5.—No arrangements have been made with the Union Bank for the redemption of Duncan, Sherman & Co.'s letters of credit in the hands of travelers. The negotiations pending since the failure of the firm have not been completed, and the longer arrangements are postponed, the less the probability of a successful result. Letters from Paris say that over 1,000 holders of the firm's letters of credit have been heard from in Germany alone. Many are utterly destitute, and have been compelled to apply to the local authorities or to American Consuls. One woman, a teacher of Massachusetts, had but thirty francs when she heard of the failure. The American and English people, where she was staying, subscribed sufficient funds to pay her expenses to Hamburg, from which place she took steerage passage for home.

Appeals for aid from persons holding these letters come from all directions. A document stating these facts and denouncing the house, is preparing for publication.

THE FARADAY STARTS FOR ST. JOHN.

LONDON, August 5.—The steamship Faraday cleared at London to-day for St. John, New Foundland.

Germany.

WATERSPOUT IN KIRN—THIRTEEN PERSONS DROWNED.

BERLIN, August 5.—A waterspout burst over Kirn, in Rhenish Prussia, to-day, inundating the place and doing great damage. The bridges and several houses were swept away and thirteen persons drowned.

Marine News.

QUEENSTOWN, August 5.—Steamship Montana, from New York, arrived.

SOUTHAMPTON, August 5.—Steamer Braunsweig, from Baltimore, arrived.

European Markets.

LONDON, August 5, 5 P. M.—Consols for money 4 7-16; for account 94 9-16. United States bonds—5-20's, 1865, 107¾; do 1867, 108¾; 10-40s, 106¼; new 5's, 104¾. Railroad securities—New York Central 92; Erie 13; preferred 28. Refined petroleum 9@9¾d; spirits turpentine 22¾@22½s.

PARIS, August 5.—Rentes 53 francs 20 centimes.

FRANKFORT, August 5.—United States bonds—5-20's 1862, 98⅝.

LIVERPOOL, August 5.—Cotton quiet; middling upland 7¼d; Orleans 7¼d. Sales of 12,000 bales, including 4,000 for speculation and export and 6,000 American. Flour—Extra State and Western 25s. Wheat—No. 2 to No. 1 spring 10s 1d@10s 7d. Corn—Mixed 34¾s. Refined petroleum 9d; spirits do 8d.

ANTWERP, August 5.—Refined petroleum 24 francs.

DAMAGE BY THE STORM.

Reservoir Burst at Salina, Ohio—Two Persons Drowned at Bluffton, Ind.

CINCINNATI, August 5.—The *Gazette's* special from Bluffton, Ind., says: "The rumor of the breaking of the large reservoir at Salina, Ohio, is confirmed by the heavy rise of the Wabash river. The railroad bridge is still standing.

"John Thomas, a farmer living two miles east of this place, had twenty-five acres of wheat washed away, and he started down the river in a boat with his son to save part of his fence, when the boat capsized, throwing the occupants into the water. Mr. Thomas was drowned, but his son succeeded in making his way to some willows, where he hung on to the limbs for three hours and was rescued. The body of Mr. Thomas has not yet been recovered.

"Dan Hilbert sailed away up the river in a boat last night, and this morning the boat came back without Hilbert, who must have been drowned."

OHIO VALLEY CROPS.

CINCINNATI, August 5.—It is difficult at this time to form more than a rough estimate of the damage done to crops by the rains and overflow in the Ohio Valley, but it is believed they will be quite heavy.

The wheat crop had suffered severely by the cold weather in the spring, and half of what was planted was winter-killed. Of the remainder it is believed one-third is hopelessly lost and the remaining two thirds partially damaged, though it is believed the damage will be much less than is generally expected. The acreage of wheat sown was larger than last year, and the relative yield, compared with last year, will be fifty per cent. less.

The chief damage to corn is in the river bottoms, where the crop is a total loss. That planted on high ground has suffered principally from being broken down. The acreage was much larger than last year, and the prospects before the flood were for an unusually heavy crop. It is now thought there will be a fair average crop, not much, if any, less than last year. Much depends, however, upon favorable weather for the remainder of the season.

The oats crop has suffered more severely than either wheat or corn, having been beaten flat and so badly damaged that it will be impossible to harvest it. The per cent. saved will be very small.

Barley suffered severely from the cold weather, and but little was growing of this grain. The quantity saved, in condition for malting, will be comparatively insignificant.

Hay promises a partial crop, but of inferior quality. Much had been left out uncut and was rendered nearly worthless by the rains.

DESTRUCTION OF INDIANA CROPS—FIFTY PER CENT. RUINED—LOSS OF MANY MILLION DOLLARS.

INDIANAPOLIS, August 5.—No very reliable estimate of the aggregate loss to the wheat, corn and other crops in the State can be made at present. In some sections the estimated damage is fifty per cent.; in others a much greater per cent., and in many localities the entire crop is destroyed. From the most reliable information, the loss in the central and southern portion of the State will aggregate fifty to sixty per cent. of the entire crop. In the low lands along the Wabash river, it has been estimated that 200,000 acres of corn has been entirely destroyed by the flood, which alone, at fifteen dollars per acre, would aggregate three million dollars.

LAFAYETTE, IND., August 5.—The loss to the crops in Tippecanoe county is half a million; in Carroll, Warren and Fountain counties, a quarter of a million each. This is the estimated loss to the crops by high water, and does not include damage by wet weather to the crops on uplands. Some estimates are much higher, and others a little lower.

NEW ALBANY, August 5.—It is impossible to give even a general estimte at present, from the fact that the Ohio river has been rising here at the rate of an inch an hour and overflowing all the bottom lands below the city since morning. The loss to farmers in that section, which includes gardeners, will be total. The loss on wheat is total; oats, total; corn, on high lands, no estimate, as the rains may ruin the prospects; potatoes, rotting in the ground. If it continues clear, there will be a small portion of the latter crop saved.

CRAWFORDSVILLE, IND., August 5. — Two-thirds of a crop was expected in this county before the flood, which has destroyed at least one-third. One-third of a crop is considered a liberal estimate now, provided we have favorable weather hereafter.

MUNCIE, IND., August 5.—In Delaware county many thousand acres of wheat is swept away, and corn is destroyed on the bottoms of Mississinewa and White rivers. Wheat in shocks is covered with sprouts six inches long, but it will be better than first thought. Oats are nearly lost, and nearly all the hay and flax. The corn will make half a crop; other grain about one-third.

AUBURN, IND., August 5.—The total loss to the wheat, corn, oats and other crops in Madison county, by the recent rains and floods, is estimated by parties who have figured it, at not less than half a million dollars. Many farmers have lost their entire crops.

TERRE HAUTE, IND., August 5.—It is estimated that the loss in this section of country, by floods, is fully fifty per cent. of the entire crops.

The *Express* of this afternoon estimates that the loss to crops and the destruction of property in fourteen counties tributary to Terre Haute, is not less than twelve millions. There is profound discouragement among all classes.

LOGANSPORT, IND., August 5.—The best information is that twenty-five per cent. will cover the loss of the wheat crop. As it is, there will be more wheat than last year.

Fifty per cent. of oats is not cut. A part of this will be utilized by feeding hogs. The remainder of the crop is extra heavy.

Corn is injured in low lands; blown down some on high lands; injury not so bad as anticipated.

Potatoes are likely to prove a failure by rotting in the ground.

JEFFERSONVILLE, August 5.—It is rather difficult to estimate the loss to crops. From what we can learn from farmers and the general impression, the wheat, oats and hay crops are damaged fifty per cent. Potatoes are almost an entire failure. Water melons, a large item in this county, are a total failure. Corn is damaged very little, except in the river bottoms. Fruit is an entire failure. It is believed by many that the loss in Clark county will reach $80,000 to $100,000.

NEBRASKA.

OMAHA, August 5.—The *Herald's* specials from various points in the State show the harvest progressing finely in most counties. Washington county was badly damaged by the hailstorm of the 3d inst. Corn in all sections is of the finest kind, though it will be a little later than usual. Around Plum creek, where it was thought they couldn't raise anything, wheat averages twenty bushels, and oats forty to the acre. Corn is a very heavy yield. Fruit suffered severely by the hail.

SOUTHERN OHIO RAILROADS.

CINCINNATI, August 5.—The trains are again running regularly on the Little Miami and the Mariette and Cincinnati roads. The Ohio and Mississippi Company are only running trains to Washington, eighteen miles east of Vincennes, the White and Wabash rivers having damaged the road-bed between those points. The Ohio river is reported fifty-five feet and still rising to-night, but will be on the decline to-morrow.

CENTRAL AND SOUTHERN ILLINOIS.

CHICAGO, August 5.—The reports that come in from the southern and central portions of this State, where storms have prevailed of late, are so vague that a summary of losses and damage cannot be made with any degree of accuracy. It is believed, however, that the total loss will not exceed three millions, and that a few days of sunshine will show that figure to be much too large an estimate. Corn has suffered greatly, and it is stated that a hundred thousand acres of that cereal, lying along the Illinois bottoms, are under water. The wheat harvest is nearly over.

SPRINGFIELD, ILL., August 5.—The river, which has flooded the country for some days past, is now subsiding, and nearly all trains are running on time to-day. An estimate of losses can be scarcely made till the river falls and reveals the full extent of the damage to crops. The loss in this Sangamon county, will not fall short of a million dollars. The damage to bridges and other property is very large. The loss in Central Illinois is estimated at from seven to eight million dollars.

Some ten days ago the ladies staying at the Neff House, Yellow Springs, determined to have a fair, so they borrowed some money from their husbands and purchased materials for fancy articles, which were ready for sale Saturday last. Then they borrowed some more money and bought the articles from each other, realizing in this manner some $150 for the little Episcopal parish in the village.—*Cincinnati Gazette.*

FROM MARQUETTE, MICH.

The Excitement Over the Ontonagon Silver Mines—Reception of the First Silver Brick—Character of the Veins—Erection of Stamp Mills, &c., &c.

Special Correspondence of Pittsburgh Commercial.
MARQUETTE, MICH., July 28, 1875.

The excitement over the silver mines, in Ontonagon county, in this State, and near the south shore of Lake Superior, which has heretofore taken the form of a wild but growing fever, has at length reached a crisis and delirium is liable to follow. In other words, the first silver brick from these mines was received in this city two days ago, at the office of the Ontonagon Silver Mining Company, and the excitement has been at fever heat ever since. The extreme scarcity of money prevents very much speculation, but some parties have come in from "below" and are quietly purchasing all the desirable stock they can at low figures. On the arrival of the brick the stock of the Ontonagon Company rose from $4 and $5 to $10, and it is said to be impossible to procure any now at the latter figure, and that $25 is asked. Some of the stock of this company, which is now held by weak hands, will probably soon pass into the hands of those who are buying to hold. The rock from which the silver in this brick was obtained was mined over two years since, and has been constantly exposed to the weather, which destroys to a great extent the sulphuret of silver, which ore is carried in considerable quantities by the Iron river vein. To the foregoing disadvantage may be added the thousands of visitors who have visited the region, since the vein was opened, and all of whom have carried away, as specimens, the richest pieces of the rock they could find in the stock pile, which was not large, as the company only expended enough money to prove the value or worthlessness of their property. Last year the Ontonagan Silver Mining Company erected a $20,000 stamp mill on Iron River, a short distance west of their shaft, and this silver brick is the first product of the mill. The vein rock, as proved by this first trial, which scarcely does justice to the vein, appears to be worth from $40 to $50 per ton of rock. The richest part of the vein is near the upper or hanging wall, is about twelve inches thick, and is supposed to be worth at least $100 per ton of rock; and there is a streak *one-half an inch* thick which would make a paying mine if there was no other silver in the vein. The width of the whole vein varies from seventeen inches at the surface to thirty-six inches at a depth of one hundred and fifteen feet. This measurement is taken from the Ontonagon Company's shaft, for there has been no other shaft sunk on the vein. The value of the brick, which has the remarkable purity of 950 fine, is $732 20, and as the pans were "filled" from the silver obtained from the same twenty-two tons of rock from which the brick was obtained, it is generally conceded that the yield was about $1,000. The pans carry from $200 to $700 of silver, probably about $300.

The depth of the drift, which consists of from fifteen to twenty feet of stiff red clay, is a serious obstacle to the exploration of the vein, and as yet the larger part of the pits and openings are very near the places where the vein is observed in Iron and Little Iron runs, which streams are less than a mile apart, and have cut through the superincumbent drift, exposing the surface of the rock for a long distance, and constitute the chief dependence of the explorer, and, as yet, have furnished almost all the knowledge we have of the erratic course of the vein, or veins, which, in no two of the five places where it is known to exist, "dips" or "strikes" in the same direction, but appears to "box the compass" several times in its course from the shore to a point about two and one-half miles from the coast.

The only stamp mill in the silver district is the one already alluded to, and has a daily capacity of about eight tons of rock, which will soon be increased so as to reduce the silver from twenty-five tons of rock, and the expectation is that the mill will turn out a $1,000 brick every day when everything is adjusted to working order. As this mill will run on the company's own rock, it will be necessary to construct other mills, and a custom mill, of a daily capacity of from thirty to one hundred tons of rock, would be a profitable investment for some one, and one which will doubtless soon be made, as several companies have been at work sinking on their vein at their locations, the intention being to first have from fifteen to thirty tons of rock run through the mill, to ascertain the value of the vein at the various points, and then active mining will be inaugurated at least eight or ten different points. At present the mill is working on a sample lot of Scranton "vein rock," and the result is expected in a day or two.

Mr. John Burt, of Detroit, who was the surveyor of the Iron river country, has in his possession a small piece of silver which was obtained from the Iron river vein twenty-five years ago, while the surveys were in progress, but at that time the deposit was not considered large enough to be of any consequence, and no minute was made of it. This silver discovery is, probably, the "biggest" thing on Lake Superior, the famous Calumet and Hecla copper mine and silver islet not excepted. W. R.

OHIO NEWS.

Fremont is to be paved with concrete.

Cleveland now claims a population of 160,000.

A gang of horse thieves is scouring the country near Ironton.

The One Hundredth Ohio Infantry will hold a reunion at Defiance, August 6.

Charles Chamberlin, of Tiffin, who was attacked with lock-jaw on Friday, died next morning.

An Ashland county farmer owns a cow which from May 20 to July 25, gave 2,125 pounds of milk.

A baby in Findlay, whose mother was a great croquet player, has a perfectly shaped mallet on its arm.

H. E. Frost sends to this office a ticket of admission to the fair of the Columbia County Agricultural Society.

The seventh annual regatta of the Northwestern Amateur Association will take place at Toledo August 4th and 5th.

John Noble, the wife murderer, of Milbury, Sandusky county, who escaped from custody last Friday, has been recaptured and lodged in jail.

S. J. Muscroft, the celebrated author of the "Drummer Boy," has become a horny-handed Granger, and is ruralizing on his little farm east of Mansfield.

Mr. Tills, a young man living near Logan, was instantly killed on Thursday, by being thrown from a wagon loaded with lumber, the wheels passing over his breast.

The Columbus *Journal* says: There isn't much more room for water in this part of the country, and newspapers have no use for weather editors; none of them are reliable.

A son of Hon. S. A. Bowman, of Springfield, was on Thursday thrown from a horse and dragged a long distance by his foot catching in the stirrup. He will probably recover.

At Springfield, on Thursday, five boys, all under fifteen years of age, were bound over by the Mayor for breaking open and robbing a freight car on the Cleveland, Sandusky and Cincinnati side track.

The corner-stone of the new Masonic Temple, at Circleville, was laid on Thursday afternoon, in the presence of a large crowd of people. The temple will be, when completed, the finest building in the city.

A local "poet" sent to the editor of the McConnellsville *Herald* what purported to be an original poem, but on examination it proved to be "Bingin on the Rhine," bunglingly altered, with Gettysburg substituted for Algiers.

The Division of Sons of Temperance at Williamsburg, Noble county, has been in existence twenty-eight years, and during the time has never once failed to hold its stated meetings. But one of the charter members has held uninterrupted membership.

The other day down near Lancaster, while cutting down his hay, John Litzel was bitten on the thumb by a rattlesnake, after he had mowed off its head with a scythe. A pint and a half of "crooked" whisky was all that it took to kill the poison and heal the wound.

We copied from the Alliance *Review*, some weeks ago, an account of Samuel Little, of Homeworth, having lived forty-five days without taking a particle of nourishment. We now learn from the same source that Mr. H. died on the 23d ult., having fasted for sixty-three days.

Parties from Homer, Paulding county, on the Miami Canal, report that during a heavy rain storm there last Wednesday, a farmer was struck speechless for his bitter profanity against the weather. Hundreds have been to see him. No prospects are visible of his regaining sense. His name could not be learned.

A revolting matter occurred at Collins's, in Huron county, on Eriday night. The body of an unknown man was found in the bushes, with his heod and body terribly beaten. A club covered with blood was lying near the corpse. The man is supposed to have been robbed by highwaymen, as his pockets were rifled.

Economy Is Wealth.
Consumers can save money and always have good bread by using White River Flour.

SECOND EDITION.

WASHINGTON.

The Chicago Custom House—Report of Commission of Local Architects—Memorial from the Contractor—No Likelihood that the Work will be Prosecuted.

Special Dispatch to the Commercial.
WASHINGTON, D. C., August 5, 1875.

The Chicago Custom House.

The row about the Chicago Custom House has been revived by the arrival here of the report of the commission of local architects and of a forty-page memorial from Mueller, the contractor who furnishes the stone. Architect Potter says several of these same local architects were invited to confer with the Government commission and suggest any further tests that might help to make the examination thorough, and he thinks there is inconsistency in their now asserting that his report was based on an imperfect examination. There is no likelihood that the Treasury officials will take the risk of ordering the work to go forward, when Congress, in a few months, can take the responsibility upon itself.

WASHINGTON, D. C., August 5, 1875.

STOREKEEPERS DISMISSED.

Samuel D. King, Jacob Frank, E. Clark, William Entwisle and John G. Parmlee, Internal Revenue Storekeepers at Peoria, have been dismissed.

CONSCIENCE MONEY FROM PITTSBURGH.

Fifty dollars conscience money, due for income tax, was received at the Treasury, to-day, from Pittsburgh.

THE O'CONNELL CENTENARY.

Celebration Begun in Dublin, Rome, Brooklyn and Elsewhere.

IN DUBLIN.

DUBLIN, August 5.—The celebration of the hundreth anniversary of the birthday of Daniel O'Connell began to-day, and will be continued for three days. This morning solemn religious ceremonies were held in the Cathedral, at which Cardinal Cullen officiated, assisted by Irish and other Catholic prelates. This afternoon the Oratorio of "Elijah" was sung in Exhibition Palace, and in the evening a concert of Irish music took place in the same building, when a centenary ode was recited.

The houses are decorated with banners, garlands and mottoes, and there is a great display of green. The following members of Parliament attend as representatives of the Catholic Union: Edmund Dease, John George MacCarthy, Arthur John Moore, Keyes O'Cleary, Myles William O'Reilly and Patrick James Smyth.

The distinguished guests who have arrived to participate in the celebration are the Bishops of Basle and Nantes, Prince Edward Rodserwill, of Posen, and Dr. Lingen, members of the German Parliament; Reverends Rinaldi and Vantry, of Rome; Dr. Boek, the Pope's Chamberlain, and M. Faliette, member of the Swiss Parliament. The illness in the family of Lord O'Hagan may prevent him from delivering the Centenary oration to-morrow in Sackville street, in which case it will be published and distributed.

Dr. Croke, the new Archbishop of Cashel, preached in the Cathedral this morning on O'Connell, the Liberator. Four archbishops, forty bishops and five hundred priests participated in the ceremonies, which were very imposing and impressive. The Cathedral was densely crowded and the music was magnificent.

Dr. Croke, in the course of his sermon at the Cathedral this morning, said the Irish people were born and educated under a State system which, if not all they could desire, was in many respects useful. "The foreign church," he added, "has been humbled. The rights of the occupiers of the soil have to some extent been recognized, and we are fast working ourselves into a position of equality and independence which every subject should occupy, under the protection of what I am not afraid to designate as the best balanced Constitution in the world."

IN ROME.

ROME, August 5.—The O'Connell Centennial was obsesved here by the celebration of Pontifical High Mass in the Chapel of the Irish College.

IN BROOKLYN.

NEW YORK, August 5.—Brooklyn has taken the lead in celebrating the centennial of O'Connell's birth. The address of Mr. Richard O'Gorman was delivered last night to a large audience, and events in the life of the great agitator were vividly portrayed.

AT OTTAWA.

OTTAWA, August 5.—The Acting Mayor has requested that places of business be closed to-morrow, and that the day be observed as a holiday.

AT BOSTON.

BOSTON, August 5.—The O'Connell dinner, at the Revere House to-night, was an immense affair, participated in by a large number of prominent public men. Speeches were made by Generals Banks, Butler, Guinane and others.

IN CHICAGO.

CHICAGO, August 5.—The O'Connell Centennial was celebrated to-day by the Second Regiment, which held a picnic, and by numbers of organizations and persons who are in sympathy with the work of the great reformer.

CRIMINAL RECORD.

Ex-State Treasurer Parker, of South Carolina, Escapes from the Columbia Jail.

CHARLESTON, S. C., August 5.—Ex-State Treasurer Parker, against whom a verdict of $75,000 was recently rendered in a suit growing out of his official frauds and embezzlement, and who was in prison awaiting a criminal prosecution for similar offenses, escaped from the Columbia jail last night. There is no clue to his whereabouts. Every effort is making to recapture him.

Suicide at Cleveland.

CLEVELAND, August 5.—John Morrel, residing on John street, committed suicide this morning, by taking laudanum. Cause, intemperance.

Bank Robbery in Greenbush, New York.

ALBANY, August 5.—The banking house of the East Albany Banking Company, in the village of Greenbush, was broken into Wednesday night and nearly $20,000 in currency obtained from the vault.

TELEGRAPHIC PERSONALS.

Daniel M. Simmons has been appointed postmaster at Jacksonville, Illinois.

Commander Andrew Jackson Drake, United States Navy, died at Newark, New Jersey, Wednesday night.

Prominent railroad officials in San Francisco deny that the defaulting Miller has escaped. They say he is still a prisoner at the railroad office.

Governor Garland has received a letter from General Joseph E. Johnston, declining the presidency of the Arkansas Industrial University.

Hans Christian Andersen died of cancer. There is general mourning in Denmark. Deputations from various parts of the country and elsewhere in Europe, will attend the funeral.

W. K. Muir has resigned the general superintendency of the Detroit and Milwaukee Railroad to take the general managership of the Canada Southern. S. R. Calloway succeeds Mr. Muir.

William B. Duncan says his father, who is now in Germany, has offered $250,000 to protect the letters of credit of the suspended firm of Duncan, Sherman & Co. He believes a satisfactory arrangement can be made through J. S. Morgan & Co., of London.

John Gordon, the noted leader of the first miner's expedition into the Black Hills, arrived at Omaha, from Camp Sheridan, Wednesday night, in charge of a sergeant and guard, in obedience to a summons of Judge Lake on General Crook. Gordon is allowed to go around town on his personal parole, but is nominally yet under arrest. The hearing of the *habeas corpus* will take place next week.

NEWS SUMMARY.

BY TELEGRAPH.

Probabilities for To-day—For the Lower Lake region and Ohio Valley, warmer and partly cloudy weather and local rains, with southerly to westerly winds, followed by rising barometer. The lower Ohio river will continue to rise at stations below Cincinnati, and fall rapidly at stations above Cincinnati.

No uneasiness on account of an inundation is felt at Evansville.

The National Educational Association, at Minneapolis, adjourned last night, *sine die.*

The National Methodist camp meeting opened at Old Orchard Beach, Maine, yesterday. It lasts till the 15th instant.

Twenty-one guns were fired at Montgomery, Alabama, yesterday, in honor of the calling of a Constitutional Convention.

The loss by fire in Arbuckle & Bros.' spice mills, at Nos. 56, 58 and 60 Front street, New York, was $50,000. Fully insured.

The last stone of the walls of the St. Louis Chamber of Commerce building was laid last evening, with appropriate ceremonies.

All the missing New York canal documents have been found in a store room adjoining the office of the Division Engineer at Albany.

Base Ball—At Chicago, Chicagos 2, Philadelphias 0. At New York, Mutuals 1, Hartfords 1; game called at the end of the ninth inning, on account of the rain.

Disastrous floods have occurred in the northwestern provinces of Hindostan. Many dwellings have been destroyed, and it is feared that serious loss of life has occurred.

The Kiowa and Comanche women are unwilling to join their captive husbands in Florida. The Indian Agent at Fort Sill telegraphs to Commissioner Smith to know if they shall be compelled to go.

Two and a half million hogs and 80,000 head of cattle were packed at Chicago this year. The Pork Packers' Association of the city met last night and voted to apply for space at the Centennial Exposition for an exhibition of this important branch of Western industry.

In the Buffalo races, yesterday, Breeze won first money, $1,250, in the 2:38 class; Sam Hill second, Gum Ball third and Hattie R. fourth. Best time—2:28. In the 2:29 class May Queen won first money, $2,500, in three straight heats; General Garfield second, Lady Starr third, Music fourth. Time—2:22½, 2:21¼, 2:23½.

A fire occurred at Mount Pleasant, Isabella county, Michigan, early yesterday morning, which destroyed the following buildings; *Enterprise* printing office, Doughty Bros.' hardware store, Carr & Grange's wholesale grocery store, Stillwell's millinery store, Greeley's photograph gallery, Grade's clothing house, Esias & Austin's market, F. A. Farcher's building and a number of other structures. The loss is estimated at over one hundred thousand dollars; insurance not known, but very light.

TOLEDO.

Regatta of Northwestern Amateur Association.

TOLEDO, August 5.—About 10,000 people were present at the regatta to-day, and a lively interest was manifested.

The first race, for eight-oared barges, two miles, was won by the Grand River Club, of Lansing. Time 14:45¼.

The junior double scull race, two miles, was won by Montgomery and Barnard, of Chicago. Time 15:49¾.

Yates, of Chicago, took the senior single scull race, without opposition, in 16:38¼.

Four Detroit clubs contended for the junior six-oared race, which was won by the Zephyrs in 20:47¼.

The event of the day was the senior four-oared shell race, three miles. There were seven entries, and six started. Half a mile from the start, the Undines fouled the Detroits and caused a detention of several seconds. The Detroits returned. The Chicagos took lead and kept it, coming in first, in 19:40½. There was a very close race between the Wah Wah Sums, of Saginaw, and the Excelsiors, of Detroit, for second place, which was won, by about half a length, by the former. Time, 19:59¾; Excelsiors 20:00¼; Spring Lake, of Spring Lake, Michigan, 20:31¾. The outlook is very favorable for some fine races to-morrow.

SUNDAY SCHOOL ASSEMBLY.

Third Day's Proceedings.

Special Dispatch to the Commercial.
FAIR POINT, N. Y., August 5, 1875.

The attendance to-day was much larger, and the interest in the proceedings is growing. The subjects discussed during working hours, were: First, "The Divine Origin and Mission of the Bible;" second, "Classification and Design of its several Books." Interesting Addresses were delivered on "Church Training and Work in the Sunday School," by G. A. Peltz, of New Jersey; and on "Country Schools," by Rev. J. M. Freeman, D. D.

In the afternoon, Rev. Dr. Warren Randolph, of Philadelphia, spoke on the subject of "International Lessons," and reported the progress of the committee on that subject.

Some pretty sharp, but entirely good natured, cross-firing occurred between the speaker and Dr. Vincent, which was greatly enjoyed by the audience.

At night the praise service occurred, when the people were treated to some excellent music, vocal and instrumental.

A stereopticon exhibition closed the day's proceedings.

NORTH CAROLINA.

Election of Delegates to Constitutional Convention.

WILMINGTON, August 5.—The election in this city and throughout New Hanover county passed off unusually quiet. Neither party polled its full strength. The Republicans, as usual, carried the county by a large majority, electing three delegates to the Convention.

WILMINGTON, August 5.—Returns from counties classified as somewhat in doubt by both parties, come in slowly. The Republicans carry Wake, Lenoir, Brunswick and Richmond, in which they gain seven delegates. The Democrats gain two in Robeson. The chances seem about evenly balanced, though the Republicans are sanguine of a majority of delegates.

INDUSTRIAL AND BUSINESS NOTES.

For seventy-five miles above Lock Haven, Pa., the shores of the river are lined with saw logs.

The Marietta, O., rolling mill is in operation every day now, and turning out large quantities of railroad iron.

It is reported that the Allentown, Pa., Rolling Mill Company's foundry and machine shops have orders enough on hand to keep them in operation for six months hence.

Five or six machines for the manufacture of coal from coal dust are being manufactured at the Harrisburg foundry and machine works. They will be in imitation of that now in use.

It is the intention of the Pennsylvania Steel Company to erect six furnaces at Baldwin for the accommodation of the mammoth rail manufacturing establishment. One or two of the furnaces will be erected this year.

A Canadian just returned from a trip to California and Oregon draws a gloomy picture of the condition of business there. The labor market is overstocked, and many poor people cannot get enough to keep body and soul together.

A Massachusetts man, wanting power for his mill, which is on the river side, has hired an idle steamboat, backed it up to the proper position and, taking off the paddle wheel, bolted the steamer fast, and it furnishes him all the power he wants.

The Canada lumber trade is in a very prostrated condition. The lumber exported from Ottawa for the fiscal year ending June 30, represented only a value of $982,320, when two years ago it amounted to $2,412,309, and a year ago $1,165,233.

The furnace at Lemonte is growing rapidly, and, in a few days, will be ready for the lining. The hot blast stoves and frame for the hoisting house are assuming shapely proportions, and the wall of the casting house, that blew down recently, is about rebuilt. The daily arrival of cars of iron and material for the furnace; the great ricks of bricks; the number of men employed, give Lemonte an air of business and life that is truly refreshing.—*Uniontown, Pa., Standard.*

ALLEGHENY COMMITTEES.

The Committees on Streets and Wharves in Session Last Evening.

The Allegheny Committee on Streets and Sewers and that on Wharves and Landings met last evening.

STREET COMMITTEE.

The following ordinances were ordered: For sewer on Pine alley, from West Penn Railroad to river; sewer on Virgin and Peach alleys, from North to Liberty streets.

A remonstrance against the sewer on Federal street was received and filed.

A remonstrance from property holders along the line of McClure avenue, against the construction of the sewer according to the Engineer's plan, was also presented and a number of persons were heard on each side of the question. The opponents of the plan want the sewer deeper, and in the middle of the street instead of at the side.

It was finally decided to report an ordinance with specifications for a main sewer, the plan to be settled in Councils.

A new plan for the improvement of Henderson street according to plans of property holders was presented and placed on file. The property holders stated that a portion of the street being made ground, could not be paved at present.

The question of building a lateral sewer in the neighborhood of Uniondale Cemetery was next discussed. The people of the district are said to be in a very bad way when it rains. The city propose to build half the sewer if the Cemetery Company and Turnpike Company will build the other half. After considerable discussion, the Street Commissioner was instructed to interview the companies and try to get permission to drain the water into a pool in the vicinity.

Messrs. Hartman and John and George Cochran were appointed a committee to confer with the property holders on Harrison street relative to the improvement of the street. The present street is thirty-nine feet in width and the improvement party propose to make it fifty feet and take enough of the south side to make it so. Some of the lots on this side are very short, and it is claimed that the proposed improvement will ruin them.

On the matter of a sewer on James Street, Messrs. Beadell and Golden, from the committee, reported, the former against and the latter in favor of the sewer. It appears the remonstrants are about six to one of the petitioners. Some of the remonstrants are said to be poor and hardly able to get enough to eat, let alone pay for a sewer.

After considerable discussion the matter was put to vote and the further consideration of the matter postponed indefinitely.

The contract for the grading of Harding street was let to Fred. Gwinner at $572 50.

The grading and paving of Evans alley was let to Thomas Carson at $1,011 05.

The matter of the regrading and paving of Madison avenue was discussed and the Controller was instructed to advertise for proposals for the work.

Adjourned.

WHARVES AND LANDINGS.

The Wharves and Landings Committee approved the pay roll for the month of July, $186 75. The Suspension bridge Company was granted the use of eighty-five square feet of the wharf for a place upon which to pile lumber, needed in repairing the bridge, the company to pay a yearly rent of $75.

Adjourned.

MAN SHOT.

Two Barkeepers Have an Altercation, and One of Them Receives a Bullet.

About eleven o'clock last night, a man named Peter Penzler, who tends bar in Lutz's saloon, on Diamond street, went into Brandt's saloon, No. 7 Union street, the narrow thoroughfare which intersects Liberty street near the foot of Fifth avenue. Penzler had been in the barroom only a few minutes when an altercation arose between him and the bartender there, who goes by the name of "Fritz." As far as we could learn from persons who witnessed the affray, "Fritz" went outside the counter and took hold of Penzler, and during the scuffle which ensued the report of a pistol was heard, when "Fritz" threw up his hands and exclaimed, "I'm shot." In the excitement and confusion that followed Penzler escaped, and, although the police made diligent search for him, he could not be found.

Dr. Dickson was summoned to attend the wounded man, and upon examination found that a bullet had entered his left groin, taking a downward course, and lodging somewhere in his leg. After probing the wound the Doctor said it was not of a dangerous character.

"Fritz" states that the shooting was purely accidental. He says Penzler and he were good friends; that they came from the old country together, and he is confident he did not intend to shoot him. The pistol, according to his theory, was pulled out for the purpose of "bluffing" and was discharged accidentally.

Penzler had been drinking quite freely, and as we learned from his friends, went into Brandt's to "settle" with "Fritz" some difference between them, at the bottom of which was a woman. Be this as it may, the wounded man maintains that Penzler did not intend to shoot, and last night he requested the police not to arrest him, as he did not wish to have him punished.

CRIMINAL MISCELLANY.

Matters at the Magistrates' Offices and Elsewhere.

C. E. Reese made information against two youths named J. Winstine and J. Wolf, for stealing articles from the store of Miss Abrams, on Carson street, South Side. They were arrested and will have a hearing to-day before Deputy Mayor Shaffer.

Jonas Hartzell charges a prominent citizen of the South Side with the larceny of a sign from the building occupied by Joseph Jacobs, said building being located on Carson street. A warrant was issued by Deputy Mayor Schaffer.

Alderman Donley appeared before Alderman Mercer and made an information against Evan Davis, a constable of Allentown, charging him with forgery. The Alderman alleges that Davis procured a horse and buggy from Mr. Schell on a forged order from the prosecutor. The defendant entered bail for a hearing.

H. W. Hershberger makes a charge of false pretenses against P. Carney. The plaintiff is a storekeeper and some time ago sold the defendant some goods on credit, it is alleged, to be charged to Mr. Porter, a lumber merchant, for whom they were purchased. The money was paid promptly by Mr. Porter, and shortly afterward, it is alleged, the defendant obtained other articles in the same way. This last account was discovered to be fraudulent. Mr. Porter never having sent him for the goods. A warrant was issued.

Patrick Bradley, against whom an information was made before Commissioner McCandless, charging him with retailing liquor without payment of special tax, was arrested, brought before the Commissioner, waived a hearing and gave bail for the October term of the United States District Court.

About noon, yesterday, a lively fight occurred in a dive at Market street and Third avenue. When the police arrived the fight was over, and the combattants had all departed.

Robert O'Connell was committed to jail for a hearing on a charge of false pretenses preferred by Edward Killen, before Alderman John Burke.

Alderman Moreland committed Frank McLaughlin to jail for trial at court, on a charge of assault and battery, preferred by Anna McLaughlin.

Alderman Kreuter committed John Burke to jail in default of $1,000 bail, for a hearing on August 17th, on a charge of surety of the peace, preferred by Michael Ladly.

The Mayor disposed of sixteen common cases yesterday morning. Thomas Hamlin, Wm. Hagan and Fred Dugan were sent to Claremont for thirty days, and Sadie Wilson and Shorty Long for sixty days.

John Fox made information before Alderman Battley against Isaac Lawrence for mayhem. Fox is a barkeeper in a saloon on Twenty-ninth street, and he alleges that Lawrence came in, procured a drink and refused to pay for the same. A fight ensued, during which Fox was severely bitten in the arm by Isaac, who took out a large mouthful of Fox meat. Held for a hearing.

Charles Hutton entered a charge of malicious mischief against Henry Bideman before 'Squire Kreuter, alleging that the defendant broke a wagon belonging to him. This, it is alleged, was done out of revenge for a judgment recovered against him by the plaintiff. The parties reside at Brownstown. A warrant was issued.

Gottfried Fritz was committed to jail last evening by Alderman D. L. Smith, of Allegheny, to answer a charge of larceny. Mrs. Catharine Berringer, of East street, made the information, and alleges therein that the accused stole from her premises a grindstone and a block-and-tackle.

W. A. Logan, charged before Alderman McMasters, on oath of Wm. Hineberg, with forgery, was yesterday, after a hearing, committed for trial.

Charles Steward was arrested yesterday and taken before Alderman McHendry, of Allegheny, on a charge of keeping a gambling house. The charge was made by Sarah E. Jacobs. The parties are colored, and the accused had rooms in a house on Chestnut street, Third ward, in which gambling was carried on. Stewart was committed till Monday for a hearing.

Sarah E. Jacobs, who took steps before 'Squire McHendry looking to the suspression of gambling in a certain house on Chestnut street, Allegheny, got soundly abused by one David Coffee, a colored man. Sarah applied to Alderman Edgar for redress, but when a constable armed with a warrant started after Coffee, that individual availed himself of the good stage of water and sailed for other ports.

COURT PROCEEDINGS.

U. S. District Court—Judge McCandless.

Chas. A. Boucher, of this city, filed a voluntary petition in bankruptcy. The chief creditors are C. Atwell & Co., grocers, $5,172; Schumaker & Co., grocers, $1,292 17, and George A. Merwin & Co., New York, coffee and spice dealers, $367 89. As to assets, the stock is valued at $2,500, and debts due Mr. Boucher are fixed at $4,650.

Heckelman & Hammill, bankrupts, Allegheny City. The exceptions to the Register's report, on the petition of Peter Schatz, a creditor, for the ascertainment of his lien, are overruled and the report is confirmed.

Daniel C. Ehrhart, bankrupt, Blair county. After argument an injunction was granted against the First National Bank of Altoona, et al.

Wm. H. Mechling, bankrupt, Pittsburgh. An injunction was granted against Joseph H. Gray, President of the Weekly Savings Bank, and John W. McGreggor, Receiver of the International Bank.

Nicholas Miller, bankrupt, Allegheny county. Petition of Samuel Palmer, a lien creditor, for an order on assignee to pay his claim. Referred to Register Harper for examination and report.

Charles Seely, of Potter county, was discharged from bankruptcy.

L. M. Childs, bankrupt, of Erie county, having complied with the requirements of the act was discharged.

Wm. H. McClellan, bankrupt, of Pittsburgh. Assignee's report of the sale of certain real estate, presented and confirmed, subject to exceptions.

Hial Cook, assignee, etc., vs. S. B. Mauley and Adam Davis. The examiner's compensation fixed at $300, and clerk ordered to tax the same.

Castle Shannon Camp Meeting.

Special Correspondence of Pittsburgh Commercial.
CASTLE SHANNON, August 5, 1875.

The opening services of the second annual Methodist Camp Meeting, took place in the beautiful grove at Castle Shannon, on last evening at eight o'clock. The opening sermon was delivered by Rev. Dr. Collier, an old veteran, who has attended camp meetings for over fifty years. The sermon was founded upon James v:20, and the subject was, of course, that of conversion. The sermon was an able and earnest plea for evangelical conversion, and was most eloquently delivered in the demonstration of the Spirit.

To-day, in consequence of the incomplete state of many of the cottages, the forenoon's religious services were discontinued, but were resumed at 3 o'clock P. M., when Rev. J. H. Hull, President of the Conference, gave us a thrilling sermon from Matt. i: 21., and showed us our great need of Jesus as a Saviour, and the great willingness of Christ to save us. In the evening the pulpit was occupied by T. H. Colhover, of Pittsburgh, who delivered a very earnest sermon, from Heb. iii: 2, in which the speaker showed, I. That the Church needed a revival; II. That a revival is God's work; and III. That the means of securing a revival is prayer. A prayer and consecration meeting, the sermon for one hour, during which time earnest and importunate prayers were offered for the revival of the Church and the conversion of sinners. The congregations are increasing with every arrival of the trains. Revs. A. D. Brown, of Bellevue, A. Clark, D.D., editor of the *Methodist Recorder*, and Mrs. Rev. J. M. Mayall, of the North Illinois Conference, were among the arrivals to-day. "SCRIBE."

Anti-Masonic Convention for Western Pennsylvania.

The Anti-Masons of Western Pennsylvania are called to assemble in the Court House in Mercer, the county seat of Mercer county, on Wednesday, the 11th of August, at 7½ o'clock P. M. The Convention will reassemble on Thursday, the 12th, at 9 A. M., and adjourn, with an evening session commencing at 7½ P. M. Prof. C. A. Blanchard, of Wheaton College, Illinois, is engaged to attend and charm and instruct us with his matchless oratory. Mr. Blanchard will commence a series of lectures on Monday, the 9th of August, at the Court House in Mercer, at 8 P. M., and conclude on Thursday evening, the last night of the Convention. Free entertainment will be secured, as far as possible, for those who attend the Convention. Let there be a general rally. We design to organize a Western Pennsylvania Christian Association, auxiliary to the State and National Associations. By order of the Committee. Rev. D. W. Collins, Rev. H. S. Childs, Rev. L. J. Crawford, Rev. C. F. Hawley.

Large Flouring Mill Destroyed.

One of the largest steam flouring mills in the county, containing a large quantity of grain, situated a short distance from McDonald's Station, was burned last night, causing great loss to the owner. There were judgments against it to the amount of about sixteen thousand dollars. The mill belonged to Mr. Wirick.

CITY MATTERS IN BRIEF.

THE Allegheny police were paid off yesterday.

THE Fourteenth Regiment, N. G. P., has postponed the time for camping out, from the 11th to the 18th.

JOHN BLACKBURN, of the Mechanics fire engine, who broke his arm some time since, is again on duty.

A FLIGHT of stairs has been erected from the head of Eighth street to Brownsville avenue, on the South Side.

THE Monongahela Wharf Committee was to have met last evening, but a quorum of members failed to attend.

T. H. NEVIN, Esq., President of the First National Bank of Allegheny, with his wife, departed yesterday morning for Chautauqua Lake.

MR. T. C. CRAWFORD, the Washington City correspondent of the Chicago *Times*, was married at Atlantic City, New Jersey, on Monday last, to Miss Lilly C. Washington, of Washington, D. C.

A HUGE paper balloon, some forty-five feet in circumference, will be sent up from East Liberty, this evening, between six and seven o'clock. The grounds selected are immediately below the Shady Lane railroad bridge.

THERE is to be an Anti-Masonic Convention held at Mercer on Wednesday, August 11, at 10½ A. M. Professor Blanchard, of Illinois, is to be the orator of the occasion. The object of the convention is to form an Anti-Masonic Association for the State.

MR. GEORGE BAILEY, who was run over at the Federal street crossing, Allegheny, by which the amputation of one of his legs below the knee was rendered necessary, is getting along very favorably. The operation was performed by Drs. Gilliford and Grouard.

MAYOR MCCARTHY is considering the protest of taxpayer Davis against the issue of a warrant to Controller Snodgrass for salary at the rate of $4,000 per year. Meantime the Mayor holds the Controller's warrant and Mr. Snodgrass feels secure in his position.

JOHN DURAND, General Manager of the Houston and Galveston Railroad, was in the city yesterday, on his way with his family visiting friends in Ohio. Mr. D. is well known in this city, having been formerly General Superintendent of the Pan Handle Railroad.

MESSRS. JACKSON & MCEWEN, book and job printers, of No. 52½ Fifth avenue, near Wood street, have issued a large card calender, for the last six months of 1875, and the first six months of 1876, with a list of the fire alarm stations. The calender is handsomely printed in colors, and in neat shape for the counting room.

A FEW days ago the East End Improvement Bank, of East Liberty, instituted suit in court against Messrs. James Kelley and B. E. Miller, to recover three notes, amounting in all to $2,000, on which the names of defendants appeared as indorser and drawer. The defendants deny all knowledge of the notes, and claim that the signatures are forgeries. Affidavits to this effect have been filed by them.

RISING SUN FLOUR!
IS THE BEST.

Orders Filled Promptly. No Flour Like it in This Market. Prices will be Higher.

F. W. JENKINS & BRO.,
255 LIBERTY STREET.

RETURN OF TAXES DEMANDED.

More Trouble About the Question of Annexation of the Thirty-seventh Ward.

Last year the residents and property owners of that part of Wilkins township known as the Thirty-seventh ward of Pittsburgh paid their taxes, if not willingly, as was supposed, necessarily, into the City Treasury. Since then, owing to the perseverance of Mr. James Kelly, the lower court has decided that the territory was not legally annexed to the city, and the question is pending before the Supreme Court for revision. Meantime the territory is neither in the city nor is it a part of Wilkins township; has no government, no nothing; has not been assessed, and consequently, to the relief of many, there are no taxes to pay this year.

Under the decision of the lower court some fifteen or twenty residents of what was formerly the Thirty-seventh ward have instituted suits against the city before 'Squire Duff, of Penn township, to recover the amounts paid by them to the city as taxes, during the time the city exercised control over the district. The first hearing comes off on Saturday, the 14th inst.

ACCIDENTS.

Carrie, an interesting little daughter of E. G. Krehan, Esq., of the South Side, met with an accident Wednesday evening, by which she narrowly escaped losing one of her eyes. She was running across the dining room with a china tea cup in her hand, when she tripped and fell. In the fall her forehead struck upon the cup, breaking it into fragments, and producing ugly gashes above and below the eyes, but fortunately not injuring the eyes in the least.

The Pacific Express at noon yesterday brought in a miner named Adam Bullion, who, while engaged in a coal mine in the vicinity of Mansfield, had his legs crushed in a horrible manner by a quantity of "horseback" which fell on him. Bullion is a young German and unmarried. He was taken to Mercy Hospital.

Willie, son of Alexander Watson, Esq., and grandson of Dr. Dickson, while attempting to get on a horse, on last Wednesday, at Bellevue, slipped, and, falling on his right arm, fractured both bones just below the elbow. Dr. Schnatterly was called in and reduced the fracture, and the boy is doing well.

A. J. Rapp, a prominent citizen of the South Side, and formerly general agent of the South Side Insurance Company, met with an accident on Tuesday evening, which will likely cripple him for some months to come. Mr. R. was walking across one of the rooms in his residence, when his foot caught in the carpeting, and he fell heavily on the floor and sustained a displacement of the hip joint. A physician was summoned and the injuries were pronounced serious.

Mrs. Borland, mother of Captain Borland, had a fall the other day at her residence, No. 67 Second avenue, which resulted in the dislocation of her hip joint.

Michael Flinn, a laborer, while walking on the division embankment of Hiland avenue reservoir, Wednesday night, fell to the bottom of the basin, a distance of twenty-four feet. The basin contained about four feet of water, which probably saved the man's life. He was dragged out by means of a rope, feeling thankful, no doubt, that he had taken water once that day.

Yesterday afternoon a horse attached to a spring wagon ran away on Carson street, South Side, and near Thirteenth street he ran against a cart horse, one of the shafts of the spring wagon penetrating the breast of the latter to the depth of six or seven inches, killing him instantly.

A Lady Leaps from a Train.

Conductor I. Lansing, of the Pullman Car Pacific Express, which arrived here yesterday afternoon, had a sad story to tell. At New York a lady named Mrs. Rebecca Forbes, bound for San Francisco and being unaccompanied, was placed in the conductor's charge. During Wednesday evening she informed the conductor that she was very nervous from the shock she received on board the steamer on which she arrived from England, when some person attempted to force open her state room door. Conductor Lansing says she did not show any indications of insanity, but about five o'clock yesterday morning, when the train left Harrisburg and had reached a point known as Duncannon, she left her quarters and repaired to the rear end of the car, where the ladies' saloon is located. The conductor missed her only about three minutes, when he asked another lady passenger to look after her, but he was surprised when the lady returned and announced that Mrs. Forbes was not there. The train was stopped, but no traces of her could be found for several miles back. It is supposed that she leaped from the train at the point mentioned, and that she rolled into the Susquehanna and was drowned. The unfortunate woman was undoubtedly deranged.

Mr. JOHN DONAGHY, formerly a resident of this city, but for several years past located at No. 127 Broadway, New York, is on a visit to this neighborhood, for the double purpose of sketching and meeting his many friends.

Inducements Offered
For cash and to prompt men on flour, groceries and general merchandise, at the Checkered Front.

FLOUR
GROCERIES
273
275
T.C.JENKINS
LIBERTY ST PITTSBURGH PA.

CHEAPEST AND LARGEST
Flour AND Grocery House
IN THE STATE.
Headquarters for White River Flour, Sugars, Syrups, Roast Coffees and Irish Soap.

Advertisements on this page, under the several heads of WANTED, FOR SALE, FOR RENT, *&c., will be inserted at transient rates only*—TEN CENTS *per line for each insertion. No advertisement less than* FIFTY CENTS.

WANTED.

WANTED — BOARDERS — GOOD Board, with or without Lodging, at No. 80 Crawford street. Terms reasonable.

WANTED — BOILER — ONE SMALL second-hand Upright Tubular Boiler, from 24 to 30 inches diameter, 4 to 6 feet high. Address, stating price, size and condition, PERRY DOUDS, New Castle, Pa.

MONEY TO LOAN.

MONEY TO LOAN—$50,000 TO LOAN on Governments or other approved collaterals, at moderate rates. Apply to JOHN D. BAILEY, 106 Smithfield street.

FOR RENT.

FOR RENT — SMALL HOUSE — ON Sarah street, Mount Washington, Thirty-fifth ward. Lot 144x125. Fruit Trees, Grapevines, &c. Rent low to a good tenant. Inquire at Commercial office.

FOR RENT OR SALE—NEW TWO-STORY Frame House, with Bay Window, containing 6 Rooms, Vestibule and Hall, Water in Kitchen; Lot 45x200, with Grapevines, &c., located on Grandview avenue, Mount Washington, Thirty-fifth ward, commanding the finest view in the city. Rent moderate to a good tenant. For particulars, &c., apply to E. ABEL, Commercial office.

FOR RENT—A HANDSOME BRICK Dwelling House, on Cliff street. Parlors, Dining Room and Kitchen on first floor; Gas, dry Cellar, 3 Bedrooms and finished Attic, Water and modern improvements. The Lot extends from street to street. Will be rented reasonable. Possession given immediately. For particulars apply to WM. EVANS, Commercial office.

FOR RENT—DWELLINGS—THE Three-story Brick Dwelling House, No. 152 Center avenue, containing 9 large Rooms, with Gas and Water and good yard. House in best of order throughout. Apply at 154 Center avenue. Also, two Dwellings on Center avenue, each of 5 Rooms, finished attic and good cellar, both in first rate order. Rent, $20 00 per month. Apply as above.

BUSINESS CHANCES.

FOR SALE—STORE—CHOICE NEW Stock of Dry Goods and Notions, situated in the heart of a thriving neighboring city, with an established cash trade of $25,000 per year. Here is a rare chance for a live man with $5,000 capital to make a fortune. Address STORE, Dispatch office.

FOR SALE.

FOR SALE—OAK TANNED LEATHER Belting, Rubber Belting and Hose, at THORP & DUNN'S, 144 Water street.

FOR SALE — TWENTY-TWO NEW and second-hand Engines and Boilers, 2 Portable and 1 small Upright; also, 1 Saw Mill, with Portable Engine. T. CARLIN, corner of Lacock and Sandusky streets, Allegheny.

FOR SALE — SECOND-HAND MACHINERY—1 36-inch by 18-foot Boiler complete. 1 8x20-inch Engine, 3 Planers and Matchers, 1 Power Mortiser, 1 No. 2 Sturtevant Fan. M. B. COCHRAN & CO., 121 Liberty street.

FOR SALE—ENGINES AND BOILERS—New and Second-hand, of all sizes, Stationary and Portable, from 2 to 60-horse power, now on hand. JAMES HILL & CO., corner Marion avenue and P., Ft. W. and C. R. R., Allegheny, Pa.

FOR SALE—THREE NEW DOUBLE-FLUE Boilers, 20x36; twelve Portable Boilers, from 12 to 20 horse power; Engines from 4 to 80 horse power; one Hoisting Engine and Boiler. ANDERSON, MAXWELL & PORTER, 40 Park Way, Allegheny.

FOR SALE—LAND—ONE THOUSAND Acres of Timber and Mineral Land, in Fayette county, on the line of the Pittsburgh, Washington and Baltimore Railroad. For price and particulars inquire of W. D. WOOD & CO., 111 Water street, Pittsburgh, Pa.

FOR SALE—LARGE STOCK OF NEW and good SECOND HAND BOILERS in complete order. County Inspector's certificate of test with each boiler. Repairing done promptly at the West Point Boiler Works, No. 13 Water street. R. MUNROE, Successor to WATSON & MUNROE.

FOR SALE — NO. 243 ALLEGHENY avenue, Allegheny city. The House is nearly new, has 10 Rooms, is well planned and the neighborhood first-class. The Lot is 23 feet 9 inches by 140 feet deep to paved street or alley. Will be sold low and very accommodating terms. Apply to THOS. F. STEWART, corner Fifth avenue and Wood street.

FOR SALE—AT A BARGAIN—ONE Small Double Engine, suitable for a coal hoist, cylinders 10x12; 5 Small Single Engines, cylinder 10x12; 10 Small Single Engines, cylinder 12x12; 10 Large Horizontal Engines, 22-inch diameter and 30-inch stroke. Also, 10 Large Horizontal Engines, 26-inch diameter and 24-inch stroke. All of above Engines are in first class order. Address "K," Lock Box 349, Pittsburgh. MWF

FOR SALE—AT AUCTION—THE EXceedingly Desirable Pressed Brick Front Residence, No. 101 Beech street, Allegheny. Dwelling has all the modern improvements—Large Rooms, Marble Mantels, Stationary Washstands, with Hot and Cold Water; Bath Room, Hot and Cold Water; W. C. Patent Heater, Patent Range; Gas in each Room. Good Lot; second house from the Park. This property will be sold at Auction on Next Monday Evening, at 8 o'clock, in Drape's Auction Rooms, 182 Federal street, Allegheny. Immediate possession. Good Title. JAMES W. DRAPE & CO., Auctioneers, 182 Federal street, Allegheny.

FOR SALE OR EXCHANGE FOR A FARM—10 acres under perfect cultivation, at Port Homer Station, Jefferson county, Ohio, fenced part board and part paling, large bearing Orchard of choice fruit, large Warehouse on the Ohio river, good Storehouse, Station House, with good siding and boat landing on the Ohio river; also, a 1-story Frame Dwelling House of 9 rooms; also, a 2-story fine Brick Mansion House of 9 rooms and cellar. The House is finished with white walnut, marble mantles, etc., etc., of the best material. Good society, and an excellent location for business. Will sell at a low price or exchange for approved Farm. Inquire of ED. WITTISH, Beaver Falls, or every Tuesday morning, at 91 Grant street, Pittsburgh, Pa.

FOR SALE OR TO EXCHANGE FOR CITY OR ALLEGHENY CITY PROPERTY—The beautiful homestead of John Scott, Jr., on Pine Creek, 2½ miles from Etna Station, West Penn Railway. The property consists of 76 acres of ground in a high state of cultivation. One fine dwelling of 11 rooms, another dwelling of 4 rooms, with barns, stables and other outbuildings, with three of the best orchards of all kinds of choice fruits in Western Pennsylvania. Price $50,000. The buildings and improvements alone are worth full $20,000.

Also a few of those fine 5 and 10 acre lots are yet unsold. Will also be sold cheap, or exchanged for city property. Apply to
THOS. F. STEWART,
Fifth avenue and Wood street.

ELECTION NOTICES.

CENTRAL BANK.—THE ANNUAL Election for Directors of this Bank will be held at the Banking House, 47 Fifth avenue, TUESDAY, August 10, between the hours of 11 A. M. and 1 P. M.
J. W. DAVITT, Cashier.
Pittsburgh, July 31, 1875.

NOTICE—THE ANNUAL meeting of the stockholders of the PITTSBURGH FORGE AND IRON COMPANY will be held at the office of the Company, No. 358 Penn avenue, on TUESDAY, August 17th, 1875, at 11 o'clock A. M., for the election of Directors for the ensuing year, and for such other business as may be brought before them.
JAS. H. MURDOCK, Secretary.
Pittsburgh, July 30 1875.

NOTICES.

NOTICE—IS HEREBY GIVEN that on the THIRD DAY OF AUGUST, 1875, we sold and transferred our stock in the German Savings and Deposit Bank to JOSEPH PLOEGER.
B. C. LAUTH,
Mrs. LEDA LAUTH.

NOTICE—
Under our articles of Co-partnership no obligation, check, draft or note of any kind bearing the signature of Marshall, Kennedys & Co. will be recognized as binding the firm, unless made by our Mr. A. MARSHALL.
MARSHALL, KENNEDYS & CO.
Pittsburgh, August 5, 1875.

OFFICE OF INSPECTOR OF GAS AND GAS METERS FOR ALLEGHENY COUNTY.—Desiring that the public should more generally avail themselves of the advantages of this office, I would give notice to persons desiring to have their Meters Tested to leave their orders at the office of their respective Gas Companies, or at my office, corner of Twenty-third and Smallman streets, and they shall receive prompt attention.
R. H. SMITH, Inspector.

NOTICE.—NOTICE IS HEREBY given that a Charter of Incorporation for an Association, to be styled the SIXTH WARD BUILDING AND LOAN ASSOCIATION, will be applied for in the Court of Common Pleas, No. 1, on SATURDAY, August 7, 1875, at 10 A. M. The objects of the Association being to loan money to its members on bond and mortgage, and transact the usual business of such Associations as prescribed in the act of Assembly approved April 29, 1874.
JOSEPH LINDER,
ROBERT SCHUBART,
MORITZ SELLIN,
GEORGE GUBRAND.

NOTICE.

Notice is hereby given that a Society called the "SONS OF SAINT JOSEPH COUNCIL NUMBER TEN OF THE DIOCESE OF PITTSBURGH," will make application at the October Term of the Court of Common Pleas No. 2 for a Charter of Incorporation. The purpose of said Society shall be to encourage and foster among its members a spirit of Religion, Education, Temperance and Brotherly Love, and to create funds for the support of members in need of relief, and of the widows and orphans of deceased members.
REARDON & O'KEEFE,
Attorneys for Petitioners,
F 72 Grant street, Pittsburgh, Pa.

CANDIDATES.

FOR COUNTY TREASURER,
THEODORE MYLER,
ALLEGHENY,
Subject to the decision of the Republican County Convention.

FOR COUNTY TREASURER,
JAMES G. MURRAY,
OF UPPER ST. CLAIR,
Subject to the decision of the Republican County Convention.

SPECIAL TIME TABLE OF THE PITTSBURGH AND CASTLE SHANNON RAILROAD COMPANY.

TRAINS:

LEAVING.		LEAVING.	
Castle Shannon	6:00 a m	Mt Washington	6:40 a m
Castle Shannon	7:50 a m	Mt Washington	9:30 a m
Castle Shannon	10:15 a m	Mt Washington	11:00 a m
Castle Shannon	12:30 p m	Mt Washington	1:30 p m
Castle Shannon	2:15 p m	Mt Washington	3:10 p m
Castle Shannon	4:00 p m	Mt Washington	5:00 p m
Castle Shannon	5:55 p m	Mt Washington	6:30 p m
Castle Shannon	10:15 p m	Mt Washington	11:00 p m

Sunday trains every hour.

To take the place of Regular Schedule, for the accommodation of persons attending Camp Meeting—from August 1 to August 18, 1875, inclusive. On and after August 19, 1875, the regular Summer Time Table will be again in operation.

This special arrangement is made so as to enable parties to go out during the afternoon and evening and return to Pittsburgh after evening services.
M. D. HAYS, President.
August 1, 1875. tf

DISSOLUTION OF PARTNERSHIP.

The firm heretofore existing between HENRY M. WATTS, ETHELBERT WATTS and WILLIAM M. WATTS, trading under name of

Henry M. Watts & Sons,

has been dissolved by mutual consent.

The business of making PIG IRON will be continued in future by ETHELBERT WATTS, with Marietta Furnace No. 1, and by WILLIAM M. WATTS, with Marietta Furnace No. 2.

All persons indebted to, or having claims against us, are hereby respectfully requested to call at OLD OFFICE OF MARIETTA FURNACES for settlement.
HENRY M. WATTS,
ETHELBERT WATTS,
WILLIAM M. WATTS.

KEYSTONE FLOUR.
Having Purchased Largely of this Flour Before the Late Advance, we can give Our Trade Low Prices.
ALLEN KIRKPATRICK & CO.,
271 LIBERTY STREET.

The Cameron Special
STEAM PUMP.
Cheapest and Best in the Market. Pumps Adapted to Every Duty.
Circulars and Price Lists furnished on application
ATWOOD & McCAFFREY,
FS No. 50 to 60 THIRD AVENUE, Between Market and Ferry Streets.

REMOVAL!
D. & F. S. WELTY.
Successors to WELTY BROS.,
IMPORTERS, WHOLESALE AND RETAIL DEALERS IN
Carpetings, Oil Cloths, Mattings,
WINDOW SHADES, &c.,
Nos. 115 and 117 FEDERAL STREET,
Caldwell's New Building, ALLEGHENY CITY, PA

EDUCATIONAL.

Western University,
ROSS AND DIAMOND STS.,
PITTSBURGH.

Fall Term Opens Monday, Sept. 6. Examination for Admission, Sept. 2d and 3d.

SIXTEEN PROFESSORS AND INSTRUCTORS.

Students may enter the Collegiate, Scientific, Civil Engineering, Mechanical Engineering, Military Science, Commercial or Preparatory Departments, or may pursue an elective or special course. Special instructions given in Analytical Chemistry and Civil and Mechanical Engineering.

Instructions in all branches thorough and systematic. Standard of Scholarship high. Professors are men specially adapted to and skilled in the branches in which he gives instruction.

Present advantages and past success fully warrant the assertion that parents can save time, money and morals by sending their sons to this institution.

From 9 A. M. to 2 P. M. each day the Office will be open, and some one will be in attendance to give information to or supply with Catalogues all who may call.

Information sent by mail to those addressing
GEORGE WOODS,
TF CHANCELLOR.

Hollidaysburg, Pa., Seminary,
Rev. JOSEPH WAUGH, Ph. D., Principal.
Board, Tuition, &c., &c., for year, $200 to $250.

LINDEN HALL SEMINARY,
A Moravian School for Young Ladies,
Founded 1794), at LITIZ, Lancaster county, Pa.
REV. H. A. BRICKENSTEIN, Principal.

PENNSYLVANIA FEMALE COLLEGE,
PITTSBURGH, EAST END.
Located on College Hill, Fifth avenue, will be open on SEPTEMBER 8TH, with an able corps of Teachers, both in the Literary and Music Departments; with home-like comfort, and a situation unsurpassed for beauty and salubrity, away from noise and smoke, yet accessible by steam and street cars. For catalogues and information apply, until August 15th, to Rev. JAS. BLACK, D. D., and after that to THOS. C. STRONG, D. D., President.

Washington, Pa., Female Seminary
FOR CIRCULARS OR INFORMATION apply to Miss N. SHARRARD, Principal, or Rev. J. I. BROWNSON, President of Board of Trustees, Washington, Pa. TF

Pennsylvania Military Academy,
Chester, Pa.—(For Boarders Only.)
Session open WEDNESDAY, September 8. Location elevated and healthful, grounds ample; buildings handsome and commodious. Course of Studies extensive. Thorough Instruction in Civil and Mechanical Engineering, the Classics, English and Military Art. Careful oversight of the morals and manners of Cadets. For Circulars apply to C. H. PAULSON, No. 113 Wood street, Pittsburgh, or to COL. THEO. HYATT, President.

$57.50 PER QUARTER. NO EXTRAS. Media Academy for Boys. 12 miles from Philadelphia. 10 Instructors. S. C. Shortlidge, (Harvard A. M.) Media, Pa.

STATEMENT OF CONDITION OF THE PEOPLE'S SAVINGS BANK, OF PITTSBURGH, on 30th of July, 1875, published by order of the Board of Trustees, in accordance with Section 9 of Charter.

Cash on hand	$106,619 83
Expenses and Office Furniture	6,942 95
Bonds, Mortgages and other Valid Securities	786,542 74
Banking House	30,000 00
Real Estate	37,267 30
	$967,372 82
Capital Stock	$300,000 00
Contingent Account	55,000 00
Premiums and Interest	24,244 29
Dividends Unpaid	375 00
Deposit Account	587,753 53
	$967,372 82

S. F. VON BONNHORST, Treasurer.

STATE OF PENNSYLVANIA,
COUNTY OF ALLEGHENY, } SS.

Before me, a Notary Public in and for said county, came S. F. Von Bonnhorst, Secretary and Treasurer of the People's Savings Bank, of Pittsburgh, who, being duly sworn, according to law, deposes and says that the above is a true and correct statement of the affairs of said Bank on the day and date above mentioned. Witness my hand and notarial seal, this 30th day of July, A. D. 1875.
WM. LITTLE, Notary Public.

NOTICE.
TO HOLDERS OF OIL
IN
Columbia Conduit Company's
PIPE LINE.

OFFICE OF THE COLUMBIA CONDUIT CO.,
77 Fourth avenue,
PITTSBURGH, PA., July 24, 1875.

All persons holders of Oil in this Line, whether on book account or on accepted order for certificate, unless entitled by contract to storage, are hereby notified that unless certificates are called for within fifteen days from the date hereof, a storage charge of one-third (⅓) of one (1) per cent. per barrel per day will thereafter be chargable and payable thereon. Certificates may be had at the principal office of the Company, 77 Fourth avenue, Pittsburgh, or at the branch office of the Company at Millerstown, Butler county, Pa.

All certificates called for within said fifteen (15) days will be issued for the full amount of Oil specified in said orders, or represented by book account, without any abatement, and will entitle the holder thereof to a further free storage in the Line until the fifteenth (15th) day of August, 1875.

By order of the Board.
1p D. B. STEWART, Secretary.

IN THE ORPHANS' COURT OF ALLEGHENY COUNTY.—In the matter of the Partition of the Real Estate of JOHN CRAWFORD, deceased, No. 6, September term, A. D. 1875. Writ of Partition or Valuation.

To Edward Crawford, Sarah Elizabeth Crawford, intermarried with R. J. McClure; Almeda Maria Crawford, Emily J. Crawford, intermarried with D. C. Tichnor, and R. J. McClure, Executor.

You are hereby notified that an Inquisition will be held in pursuance of the above mentioned Writ of Partition or Valuation, on the premises, in Twenty-second ward, city of Pittsburgh, Allegheny county, Pennsylvania, on THURSDAY, the 26th day of August, A. D. 1875, at 10 o'clock A. M., to make partition to and among the heirs of said deceased in such manner and in such proportions as by the laws of this Commonwealth is directed, &c., at which time and place you may attend if you think proper.
JOHN H. HARE, Sheriff.
Sheriff's Office, Pittsburgh, July 13, A. D. 1875.
F

WESTERN DISTRICT OF PENNSYLVANIA, SS:

At Pittsburgh, the 19th day of July, A. D. 1875.

The undersigned hereby gives notice of his appointment as Assignee of TATE, STERRITT & CO., of the city of Allegheny and State of Pennsylvania, within said District, who have been adjudged Bankrupts upon their own petition by the District Court of said District.
DAVID H. MARTIN, Assignee,
F 136 Fourth avenue, Pittsburgh.

U. S. MARSHAL'S OFFICE,
WESTERN DISTRICT OF PENNSYLVANIA,
Pittsburgh, August 4, 1875.

THIS IS TO GIVE NOTICE THAT ON the 4th day of August, A.D. 1875, a Warrant in Bankruptcy was issued against the Estate of WILLIAM M. REIBER, of Millerstown, in the county of Butler and State of Pennsylvania, who has been adjudged a Bankrupt upon his own petition; that the payment of any debts and delivery of any property belonging to such Bankrupt, to him or for his use, and the transfer of any property by him, are forbidden by law. That a meeting of the creditors of the said Bankrupt, to prove their debts and to choose one or more Assignees of his estate, will be held at a Court of Bankruptcy, to be holden at No. 12 CHURCH AVENUE, Allegheny city, Pa., before NOAH W. SHAFER, Esq., Register, on the 27TH DAY OF AUGUST, A. D. 1875, at 3 o'clock P. M.
JOHN HALL,
U. S. Marshal, as Messenger.

USE SAWYER'S BARBERS' SOAP

INSURANCE.
SOLID INDEMNITY.

ASSETS.

Atlas,	$ 511,000
Glens Falls,	701,000
Penn Mut. Life,	5,000,000

Property Insured Against Fire or Loss or Damage by Lightning.
JOHN D. BIGGERT, AGENT,
61 Fourth Avenue.

1875. April. 1875.
NEW SPRING STYLES
SILK AND FUR
HATS!
FOR
Wholesale & Retail Trade.
JUST RECEIVED AT
Palmer's Hat House,
151 WOOD ST.

Pittsburgh Wire Works,
ESTABLISHED 1842,
No. 35 Market Street.

I have associated with me in my business of Manufacturing Wire, PATRICK C. DEAN as an equal copartner, under the firm name and style of JAMES R. TAYLOR & CO. Said partnership to date from JUNE 1, 1875, and continue for the term of ten years, in accordance with the articles of copartnership.
JAMES R. TAYLOR.

Having increased our facilities for the manufacture of WIRE GOODS, FANCY CRESTING for House Tops and Ornamental Picket Fences, and having made reductions in
Brass, Copper, Steel and Iron Wire Cloth, Riddles, Seives, Sand Screens and all kinds of Wire Work,
We solicit the patronage of our friends and the public generally.
JAMES R. TAYLOR & CO.,
NO. 35 MARKET STREET.

Flour and Feed.
2,000 bbls. Choice Brands Flour,
100 bbls. Choice Rye Flour,
1,000 sacks Corn Meal,
50 bbls. Pure Cider Vinegar,
50 tons Bran,
50 tons Chop Feed,
200 boxes Cheese.

I have in Store the largest assortment of choice brands Family and Bakers' Flour in the market, and am daily receiving large lots of Butter and Eggs and Country Produce, and which I offer to the trade at low figures.
JOHN A. FINNEY,
1p 112 SECOND AVENUE.

NICKEL AND SILVER PLATING.
Mansfield & Co.
ARE PREPARED TO DO ALL KINDS OF
Nickel and Silver Plating
AND
POLISHING,
In the most prompt and satisfactory manner, and at reasonable rates.
No. 13 Second Avenue,
PITTSBURGH, PA.

MORRISON, BARE & CO.,
PAPER MERCHANTS,
MANUFACTURERS OF
Book, News and Tea Paper,
And dealers in all kinds of WRITING and MANILLA PAPERS, CARDS, CARD BOARDS, TAGS, COVER PAPERS, STATEMENTS, BILL HEADS, LETTER HEADS, ENVELOPES, &c. All kinds of
PRINTING PAPERS
MADE TO ORDER AT OUR MILL.
Warehouse No. 101 Third Avenue,
PITTSBURGH, PA.

WM. B. HAYS & SON,
PORK PACKERS.
BACON, MESS PORK, DRIED BEEF, LARD, LARD OIL, CARBON OILS,
CURERS OF THE CELEBRATED
STAR-ANCHOR BRAND EXTRA SUGAR-CURED HAMS.
281 and 283 LIBERTY STREET.
1p

LAKE CHAUTAUQUA!
ANOTHER EXCURSION!
ONE MORE CHANCE FOR A CHEAP RIDE TO LAKE CHAUTAUQUA.
The Allegheny Valley Railroad
Has again reduced the rate to $5 for the Round Trip, from AUGUST 1ST to AUGUST 17TH, inclusive (during the Sunday School Assembly at that place).
This Lake is a beautiful sheet of water, clear, pure, and the highest navigated in the United States. Steamers leaving Mayville on arrival of trains, afford facilities for reaching all the Hotels on the Lake.
Apply for tickets at the Union Depot, or No. 78 Fifth avenue, Pittsburgh.
DAVID McCARGO, Gen'l Supt.
J. MORTON HALL,
Gen'l Pass. and Ticket Agent.

The Commercial.

FRIDAY, AUGUST 6, 1875.

Republican State Nominations.

FOR GOVERNOR,
JOHN F. HARTRANFT.
FOR STATE TREASURER,
HENRY RAWLE.

REPUBLICAN COUNTY TICKET.

FOR SHERIFF,
RICHARD H. FIFE, Mansfield.
FOR RECORDER,
RALPH J. RICHARDSON, City.
FOR REGISTER,
JOSEPH H. GRAY, City.
FOR CLERK OF THE COURTS,
WM. H. McCLEARY, City.
FOR COUNTY COMMISSIONERS,
JOHN McCLELLAND, West Deer,
AUGUSTUS BECKERT, City.
FOR CONTROLLER,
HENRY WARNER, Allegheny City.
FOR DIRECTOR OF THE POOR,
JAMES W. BELL, Robinson.

TAMMANY is a secret political society, and it governs the Democracy of New York, city and State. Yet the Democrats affect to be very much opposed to secret political societies!

THE election returns from Kentucky come in very slowly, but the figures from forty counties indicate that McCREARY's majority will not exceed 30,000, a falling off of nearly 12,000 in the majority predicted for him by the *Courier-Journal*.

THE Republicans of Pennsylvania will do well to bear in mind the important fact that the campaign of this year really belongs to that of next year; and that the true way to prevent the Democratic party from succeeding then is to defeat it thoroughly now.

IT IS but a few years ago that there was no foreign sale for American leather, but it has now obtained quite a solid footing in European markets. During eleven months of the fiscal year just closed the shipments amounted to $5,678,471, against $106,312 for the fiscal year 1869-70.

"IF YOU won't work, we can give you no credit," is the way the retail dealers at Fall River, Mass., talk to the striking operatives, and it is a sensible one. People who can afford to indulge in the luxury of idleness certainly ought to be able to pay cash for their supplies.

WE publish, to-day, Mr. GOWEN's speech before the Reading Railroad Investigation Committee, simply because it is a very able presentation of the question involved, from the corporation point of view. It is a question of much general interest, and the speech is worthy of general attention.

IT TURNS out, of course, that the story lately set afloat by the opposition press that Secretary BRISTOW, Treasurer NEW and Assistant Secretary CONANT were at ears with each other, was as destitute of foundation as would be the report that the editors of those papers had learned to tell the truth.

TO-DAY is the centenary of the birth of the great Irish "Liberator," DANIEL O'CONNELL. In Ireland the arrangements for the celebration are exclusively in the hands of extreme Ultramontanes, and trouble is not unlikely to arise. The celebrations on this side of the water promise to be free from any disturbing influences.

THE receipts of grain at Baltimore last month were 629,202 bushels of wheat and 445,979 bushels of corn, being an increase in the wheat receipts and a decrease in corn, compared with July of last year. The exportation of petroleum to foreign ports aggregates 14,776,955 gallons since the first of January, against 3,060,243 gallons during the same time last year.

S. GROSS FRY, who issued and sold bogus stock in Philadelphia street railroads, has resigned his place as Director of the Emaus Iron Company, but still holds on to his position as Chairman of the Democratic Association of his ward, in Philadelphia. His "irregularities" disqualified him from further service in the iron company, but they do not operate to his disqualification as a Democratic leader.

JOHN C. CALHOUN got rid of the Declaration of Independence by classing its ideas as "glittering generalities;" and old Bill ALLEN tries to settle the currency question by pooh-poohing the resumption of specie payments as "a barren ideality." CALHOUN's venture in classification was attended with a terrible fatality, and as ALLEN's effort in the same direction is not an originality, the eventuality, to him, will just be the reverse of immortality.

WHEN the New York Legislature offered the $100,000 prize to the successful engineer who should introduce steam on the Erie Canal, the rate of freight on wheat from Buffalo to New York had averaged for ten years twelve and a half cents a bushel, and it was thought that if a reduction of ten per cent. could be accomplished it would be a great achievement; but it appears that in actual business the Baxter boats have this year brought grain at half that figure, and made money. This is the best kind of evidence that the canal steamers are superior to any and all means of carrying heavy freight. The company are now building two steamers a month, but even at this rate the supply by no means answers the demand.

THE following statement of the New York receipts and exports of grain for the first seven months in a series of years, shows how largely wheat and corn are retained in Western granaries this season, in expectation of higher prices. Even at the recent advance, it is noticed that large orders to sell have been countermanded:

RECEIPTS.

	1873.	1874.	1875.
Wheat flour, bbls	1,817,671	2,354,958	1,957,585
Wheat, bushels	11,635,885	25,706,728	12,675,336
Corn, bush	9,952,677	18,913,711	11,882,743

EXPORTS.

	1873.	1874.	1875.
Wheat flour, bbls	791,998	1,325,402	1,807,946
Wheat, bush	9,278,612	22,886,236	13,998,583
Corn, bush	7,669,335	13,738,526	7,021,705

THE chief electrician of the Great Western Railroad in England has perfected an invention by which it is claimed that accidents resulting from failure to place the proper signals along railroad lines at the right time can be effectually prevented. The invention is described as a new adaptation of the old semaphore, the arms of which are made to move by electricity. Experiments have shown that it can be worked readily a hundred miles away. It is controlled by the engine driver of a train by means of a lever or treadle connected with the engine, thus rendering the employment of signal-men altogether unnecessary. It has received unqualified indorsement from scientific men and railroad managers, and is likely to come into use on all the lines in that country. Why not introduce it here?

THE Louisville *Courier-Journal* is very anxious to make it appear that the Democrats have not lost in Kentucky, and gets the Associate Press reporter at Louisville to telegraph every day that the returns show Democratic gains over the vote for LESLIE in 1871, and his last dispatch, yesterday, puts McCREARY's majority over HARLAN at 30,000. As LESLIE's majority in 1871 was 37,158, HARLAN has gained 7,000, even upon the *Courier-Journal's* own showing. The Louisville *Commercial*, of Wednesday, contains returns from various parts of the State, which, with the gains in Louisville and Lexington, show a Republican gain of 4,847 over the vote of 1871. The Republicans have undoubtedly increased their vote from 89,297, in 1871, to over 100,000, while the Democratic vote will not much exceed 130,000.

IT WAS hardly necessary for Mr. SHEARMAN, in making his London speech in vindication of BEECHER, to assail the generally good reputation of the clergy of this country. In his address at the City Temple, in that city, July 22d, he alluded to Mr. BEECHER's propensity for kissing the women of the congregation; and he said that "if such things were wrong no doubt Mr. BEECHER was wrong, but if so the vast proportion of American society must be condemned, for Mr. BEECHER is really more cautious in his relations with the ladies brought up in his church, than is usual among the clergymen in America." This shows that Mr. SHEARMAN either knows nothing about the American clergy, or wilfully misrepresents them. There is no clergyman in good repute who goes about through his congregation indulging in the indiscriminate slobbering that was practiced by BEECHER, according to his own testimony.

THE supposition that the institution of slavery has been abolished in Kentucky appears to be a mistake. It still exists, in the liberal, progressive, peace-loving Democratic party. A young Democratic lawyer named FRAZEE was a candidate for the Legislature from Louisville, his opponent, JONES, being a man who had served one term in that body and voted for the infamous bill which virtually disfranchised the colored population of Lexington. The colored element being a very important power in the wards where they lived, both candidates fished for colored votes. JONES' record on this bill arrayed the colored people against him, and they flocked to FRAZEE's standard on election day with great enthusiasm, electing him by a handsome majority. For good and sufficient reasons he voted for General HARLAN for Governor, and this sensible act has brought down upon him a terrific storm of wrath from his Democratic friends, including the editor of the *Courier-Journal*. They are denouncing him, upbraiding him, threatening him with all sorts of terrible vengeance, calling upon him to resign, and notifying him that if he takes his seat they will ostracize him, withdraw their business from him, and bring him to ruin generally. The Louisville *Commercial*, from which we gather these particulars, pertinently says:

"Such a state of affairs could only exist in Kentucky. To threaten a man with ostracism, deprive him of all social and business recognition, because he voted for a Republican candidate for Governor in a Democratic community, is simply monstrous. This is the peace-loving disposition which the Democratic standard-bearers have been talking about."

THE official statement of the foreign commerce of the United States for the fiscal year ended June 30, has just been published. Reduced to a gold basis, the total amount of goods imported during the year was $533,000,309, against $567,406,342 in the fiscal year 1873-4; showing a decrease in the merchandise imports of $34,406,033, or at the rate of about 6 per cent. The exports of domestic produce and of foreign merchandise, expressed in specie value, amounted to $513,343,618, compared with $586,282,040 in 1873-4, a reduction of $72,938,422, or at the rate of 12¼ per cent., more than double the percentage of decrease that has occurred in the importations. The shipments of domestic produced in 1873-4 were very extraordinary, however, exceeding largely those of any previous year. With the specie movement included, the imports show a decrease of $41,966,722, or at the rate of 7 per cent.; while in the exports the falling off amounts to $52,562,315, or at the rate of 8 per cent.; so that upon this basis of comparison the rate of decrease is almost equal as between the inward and outward movements of commerce. The amount of goods in bonded warehouse on the 30th of June was $56,706,221, which is nearly three millions less than a year previous.

GENERAL AND PARTICULAR.

"And the dry land appeared."

The floods are afflicting only Democratic States.

All the papers are full of "watering-place" notes.

A resurrection of rottenness: that Tilton-Beecher trial.

A knitting maching factory is to be established at Norwalk, Ohio.

There are great virtues in sunlight. Things will now begin to mend.

In Arkansas they say: "We need rain—must have it soon or make nothing."

It has been discovered that the sweet fern possesses valuable tannin properties.

The "Jeff. Davis" brand of cigars has appeared in Virginia, but it'll soon puff out.

The Western rivers inflated—and just see the disastrous result. The banks burst.

There is an over stock, at present in the water market of the Ohio and Mississippi valleys.

The labor market on the Pacific coast is overstocked, and poverty stares people in the face.

Down in South Carolina the cry is drought! drought! They have a water famine in Charleston.

There is a queer steam mill in Maine, constructed by fastening a steamboat to an old-fashioned saw-mill.

It was the grasshopper in the West; it is the tramp in the East; and it is hard to tell which is the greater plague.

A New Orleans fool has written a column to prove that the prodigal son's brother is the meanest man in the Bible.

That silver mine at Newburyport, Mass., it turns out, was "salted" with silver for tricky speculation in the land.

The steam propellers and horse boats on the Erie Canal are all busy, but the former in all cases have the preference.

A St. Paul pawnbroker, who had eighty-four watches stolen last Sunday night, wound up his business on Monday.

Nothing has been heard from the Keely motor for some weeks. The inventor is believed to have gone on a visit to Cary.

A New Haven mechanic has invented a method of propelling boats by atmospheric pressure at a speed of five miles an hour.

A thirty-six days' yacht race, at a thousand dollars a day, is the challenge which Rufus Hatch throws down before General Butler.

A silk factory at Pittsfield, Mass., which has been in operation only six months, is so successful that it is proposed to start another.

Coincidence. The great freshets of this year, both in Europe and this country, selected the grain-growing regions for their devastations.

A Kentuckian has a hen's egg on which is plainly figured the arm and hand of a child. He is going to set it, and hatch out the urchin inside.

The result of that Whittingham trial may possibly mean a big haul presently for the reformed establishment of Bishop Cummings and Cheney.

An Indiana man with a small neck recently found a fifteen inch collar in his wife's bed-room, and it is to come up as evidence in a divorce case.

The milkmen of San Francisco have formed a mutual aid association, says a California paper. Gone into the pump manufacturing business, probably.

Offenbach thinks a good deal more of his daughter than he does of the rest of humanity. He won't allow her to witness the performance of any of his operas.

The valuation of New York city for purposes of taxation has fallen off just about five per cent. in the past year, and now stands at $1,100,943,000, a reduction of $54,000,000.

The twenty-seventh assassination in Williamson county, Illinois, growing out of a feud between two families named respectively Ballinger and Russell, took place on Monday.

The proceeds of the recent fair of the New York Booksellers' Exchange amounted to $320,000, which is $100,000 in excess of the largest amount ever received at any of the trade sales.

Glorious moonlight nights, presently. It fulls on the 16th, and for five days thereafter rises on successve evenings with only a difference of about twenty-two minutes in the time of rising.

Remains have lately been discovered in California of a city which, according to geological standards and the calculations of scientific men, must have existed about one hundred and eighty thousand years ago.

The Winnipiseogee, N. H., mills boast the heaviest paper machine ever built, which runs a sheet of paper ninety inches wide a hundred feet a minute, splits it into two sheets and rolls it into rolls five miles long.

The New York *Express* says: "There is no reason why Long Branch should not have a handsome and substantial stone pier, the same as that at Brighton, England." Brighton has two piers, but neither of them is stone.

The editor of the *Courier-Journal* says: "One of the worst signs visible to the friends of the colored man," of whom he professes to be one, "is his disposition to imitate whatever he sees the whites doing." What has Watterson been guilty of, *now?*

Served him right. A constitutional croaker out in Colorado had a good farm and a good crop when the 'hoppers came but he sold out for a song after hanging on the ragged edge for a few days, and now the lucky buyer has a crop which will pay for his farm and labor for the season.

Prof. George L. Maris, Superintendent of the normal school at Westchester, in this State, proposes to erect a building at the Centennial of sufficient capacity for a normal school of fifty students, with a model school of twenty pupils attached, to illustrate the practical training of the students in the art of teaching.

PERSONAL.

Mrs. Harriet Beecher Stowe receives a large sum of money each year for the copyright of "Uncle Tom's Cabin." Since the close of the war the sale of copies in the South has been large.

Dr. Fred Vernon Harcourt, the English gentleman of noble birth at Baltimore who recently married Louisa Saunders, a colored girl, is furious over the fuss the papers have made about it. His father-in-law, is well known, and they propose to fight the thing to the end.

The widow of Andrew Johnson is prostrated by the shock of her husband's sudden death. It is thought that she will not long survive. Mr. Johnson was but nineteen years old when he married, and by his wife he was taught writing and arithmetic. There was a devoted attachment between them.

Two Connecticut ladies redeemed the reputation of their sex by presence of mind in a White Mountain stage accident the other day. The breakage of a piece of harness put the vehicle in peril of instant precipitation down an abyss, but at the vehement call of the driver, instead of fainting away, they jumped out and blocked the wheels.

Two members of the English Parliament have made a novel wager; they have agreed to meet each other at Yokohama on the 25th of September at 2 P. M., one to travel by the United States and sail from San Francisco, and the other to go by way of the isthmus of Suez and India, while, if either fails to keep the appointment, he is to pay the other £1,000.

The latest sensation concerning Donaldson comes from Algonac, Mich., a town on the St. Clair river, in the shape of a letter from J. H. Stanwood to a well-known professional in New York city, who emphatically declares that he saw Donaldson in company with a young man in that village last Friday. He was positive as to Donaldson's identity, having frequently seen him at Barnum's hippodrome in New York last winter. He says: "Donaldson had no mustache, but the scar on his cheek rendered recognition an easy matter."

STATE NEWS.

A Norristown boy who found a pocket book containing eighty-five dollars, and returned it to the owner, refused a reward of five cents for his trouble, explaining that many a man has been ruined by suddenly becoming rich.

A three-year-old daughter of Samuel Zettelmoyer, Greenwich township, Berks county, while playing near a well, fell to the bottom, a depth of thirty-five feet. She sustained serious injuries about the head, but will recover.

A man was found dead in a barn near Montrose, Bradford county, on the 19th ult., with marks of violence upon his person. A tramp has been arrested and lodged in jail on suspicion connecting him with the murder.

John A. Shober, of Lancaster, and Charles H. Mullen, of Mt. Holly Springs, Cumberland county, were the successful bidders for supplying the State with book and double flat paper—the former at 9.85 cents, and the latter at 18 cents per pound.

A noted burglar in the Eastern Penitentiary has written to Mayor Stokely, of Philadelphia, explaining how banks are robbed. He says a majority of the robberies are the result of mixed up accounts and collusion between bank officers and burglars.

The school directors of McKean county, by a vote of 58 to 10, assembled at Smethport, July 27, and reduced the salary of the County Superintendent from $2,000 to $1,000 per year in compliance with the suggestion of the Superintendent of Public Instruction.

Parker City had a sensation last Saturday, in the shape of a cowhiding. The parties thereto were an irate female, who handled the rawhide, and a physician, who received the castigation. The man of pills and powders had made improper proposals to the woman.

Rev. P. H. Brittain, a Methodist minister at Hamer, has been discovered to be unduly familiar with two of his young female parishioners. He has wisely left town, the quarterly conference has asked for his dismissal, and his wife has applied for a divorce.

On Monday last, Mr. Chas. H. Nimson, Superintendent of the rolling mills, shops and furnaces of the Allentown Rolling Mill Company, notified the employees of the company of a still further reduction of their wages, running through the departments from ten thirty per cent.

During the month just closed, 850 coastwise and 88 foreign vessels arrived at the port of Philadelphia; during July, 1874, 761 coastwise and 72 foreign vessels. There were in port on Saturday loading, unloading and in ballast, 13 steamships; 11 ships; 33 barks; 17 brigs, and 66 schooners, a total of 140 vessels.

The Huntingdon *Journal* says: On Thursday last a car load of llamas were switched off here on the Broad Top railroad, and taken up to the mountains to be kept over for the Centennial. There were some eight or ten of them. They had come directly through from Peru, South America, in charge of the party with them. They looked the worse for their long journey.

The Titusville *Courier* of the 31st says: Yesterday forenoon a son of Whitman Jones, living on Weed Hill, was out playing in a field, and was barefooted. He stepped upon a large rattlesnake, when the reptile coiled about his foot. The boy kicked the snake from his foot and then killed it with a stone, without receiving any injury himself. The snake had seven rattles.

There appeared last week in the obituary columns of the Philadelphia *Ledger* notices of the deaths of twelve persons—one man and eleven women—who had lived to or beyond the advanced age of eighty years, to wit: Catharine Campbell, aged 80; Mary A. Miller, 81; Mary Pancoast, 81; Elizabeth M. Grass, 82; Phineas Dixon, 82; Ann Coley, 84; Margaret Dickinson, 81; Bridget Dougherty, 84; Sarah Brobson, 85; Isabella Mathieu, 85; Mary Sweeney, 85 and Mary Lynn, 82.

The annual report of the Board of Managers of the Pennsylvania Hospital for the Insane, in West Philadelphia, for the past year, has been published. The total number of patients in both the male and female departments during the past year was 664; number admitted, 248; number discharged, 248; number remaining, 416. Of those discharged, cured and improved, 56 were under treatment in the hospital but three months, and 135 less than one year. The amount of money expended during the year was $224,297 91.

The Lykens *Register* says: On Wednesday last Mrs. Lewis L. Raker, of Upper Paxton township, while about her accustomed work, observed her infant, which was lying in the cradle in the room, moving its hand back and forth and on looking closer was shocked at seeing a snake in the cradle. Mrs. Raker grasped the little one and rushed to the door to call her husband to dispatch the visitor. Shortly the snake crawled out of its lair and made off, but before the arrival of Mr. Raker it had returned again. He killed the reptile, which was about two feet long and of the striped species commonly called the house snake. When first seen its head was sticking up and the child was patting it.

A drunken man named Wm. Albert, who resides in Canton, visited Carbon Run on Tuesday, and after getting drunk started for home. Shortly after leaving the mountain he found several girls picking berries in a field, whom he chased, and caught one of them—Jane Murray, aged fifteen years—and outraged her person. Mrs. Chapel discovered the vile wretch, and attempted to rescue the girl, but was driven into the house by the brute. Albert was pursued by the constable of Barclay and other citizens, and captured at his home in Canton about nine o'clock the same evening. On Wednesday morning he had a hearing before Esquire McCrany, and was committed to jail in this place in default of bail.—*Bradford Reporter, July 29.*

POLITICAL.

State.

The usual baker's dozen of Prohibitionists met in Lancaster on Wednesday and nominated a county ticket. The Democrats patted them on the back and praised them as the very best fellows they knew.

The political situation in this county could not be more satisfactory to the Republican party. The nominations were made without even a suspicion of unfairness, and the voters of the party being men of good judgment, the decision of the county convention is heartily concurred in, and a handsome majority for the whole ticket is conceded by the opposition.—*Brookville Republican.*

Ex-Governor Bigler's prospects for being the next Democratic candidate for Governor of Pennsylvania are brightening every day. Indeed he seems to be almost without rivals now. Ex-Governor Curtin thinks Mr. Bigler will get the nomination, that ex-Secretary of State Eli Slifer will be nominated for State Treasurer, and that the ticket will be elected.

The Key-Note of Health.

The health and vigor of the several organs of the body depend upon the simple condition that the functions which pertain to each shall be regularly and actively performed. If vitality is sluggish or deficient, this condition is not properly fulfilled, and as a consequence disease is soon inaugurated. Prevent it by a timely use of Hostetter's Stomach Bitters, which rouse the vital energies when dormant and endow the feeble frame with needful stamina. At the same time that the Bitters infuse new strength into the system, they correct those functional irregularities and local weaknesses which sap the vital power. Dyspepsia, bladder and kidney complaints, gout, rheumatism, fever and ague, billiousness, constipation and nervous diseases are invariably overcome by the operation of this standard alterative tonic,

ARGUMENT

OF

FRANKLIN B. GOWEN, ESQ.,

Before the Joint Committee of the Legislature of Pennsylvania, appointed to inquire into the affairs of the Philadelphia and Reading Coal and Iron Company and the Philadelphia and Reading Railroad Company, at Atlantic City, New Jersey, July 29 and 30, 1875, on behalf of said Company.

SPECIALLY REPORTED BY D. F. MURPHY.

Mr. Chairman and Gentlemen of the Committee:

I have to congratulate you on the near end of your labors; and I can, to some extent, congratulate myself that for the first time during this long investigation I am permitted to say something for myself and for the company I represent. I shall speak to you in two characters: first, the representative of the Reading Railroad Company, answering the general allegations made against us which led to the investigation; and, second, in the narrower sphere of a lawyer, criticising the testimony that has been brought before you. With reference to the charges that have been brought by the retail coal dealers, I take it they must either stand or fall upon the testimony, that has been offered before you. But there is a very much broader field than this. When the Legislature of Pennsylvania appoints an investigating committee to see whether a great corporation has not violated its charter, such committee cannot be confined to the simple investigation of a charge of under-weights or a charge of car detention. What I mean is better illustrated by the remark that if you were to be confined with reference to the whole scope of your investigation to the simple testimony adduced before you it would follow that if the retail coal dealers had offered no testimony at all you could have made no investigation; and hence I shall ask you to listen to me when I speak of general topics of business and public policy as affecting the relations of a great coal-carrying company to the Commonwealth of Pennsylvania, from the legislative power of which it derives its charter.

The Reading Railroad Company was chartered in the year 1833 for the purpose of building a railroad from Philadelphia to the town of Reading. Within a year or two its powers were extended to enable it to locate its line and construct its road to the anthracite coal regions of Schuylkill county. The road was opened to the coal region in the year 1842, and from that time until the commencement of these difficulties it has been carrying out the object of its charter fairly to the public, honestly to the State, and often for many years at great loss to its promoters. From a small line of fifty-eight miles of single track in 1835 it has extended itself throughout every valley of the Schuylkill and Mahanoy coal fields, offering an avenue to every one who desired to send his coal over its lines, and in the year 1870 it operated 1,168 miles of single track road, of which 466 miles were located in the coal fields alone. I ask you to place this map [exhibiting a map] to see the extent of territory that was opened by the coal laterals of the Reading Railroad. You have seen it probably before; it represents the various lines built by this company for the purpose of developing the anthracite coal fields which had no other avenue to market than those owned by the company I represent; and I call your attention to it for the purpose of showing you how fairly and honestly this railroad company fulfilled the objects of its charter in offering facilities to all persons to make use of its line irrespective of who they were and irrespective of the particular locality of their mines. Wherever an opening was made in any part of the coal field for a colliery, the Reading Railroad Company built a railroad to it without cost or charge to the projectors of the improvement. It has expended hundreds of thousands of dollars in new lines, often expended as high as $40,000 or $50,000 for a line to open a single colliery, which afterward turned out to be in fault, and from which no business was ever derived.

In the year 1870 it carried 4,633,000 tons of coal; it transported 1,754,000 tons of merchandise: it carried 2,034,000 passengers. Its capital at that time was $41,000,000, and its annual rent account for leased lines of railroads and canals represented $20,000,000 additional, making $61,000,000 invested in a business that depended for its prosperity and success upon the carriage of anthracite coal. Up to this time—to wit, 1870—the Reading Railroad Company was the most determined opponent in the State of Pennsylvania of the policy of permitting railroads to be owners of coal lands or miners of minerals. It had nothing to fear from any adversary in any region. The coal fields which it developed were the nearest to tide-water—ninety miles against one hundred and twenty to one hundred and fifty for the other regions; its road was down grade to tide-water; a locomotive engine could carry seven hundred tons of coal to a train. It could have maintained itself without the ownership of coal lands, and without any connection with mining, against any rival that then existed, if such rival had been nothing else than a common carrier.

I may say here that this company had some right to the protection of the Legislature. Having been chartered for this object, having accomplished this object, having secured a larger tonnage than any other company, it had a right to be protected by the Legislature of Pennsylvania so that its business should not be destroyed. I do not say that it had the right to such protection as would have prevent another railroad being built to compete with it by constructing a parallel avenue of transportation. Such, however, is the policy of France, and I doubt whether any better railroad policy exists in the world than the railway policy of France, which has parceled out its territory to six or seven large railway companies and prevents any encroachment within those territories from any rival company, thereby protecting the railway at the same time that the public is protected against undue oppression by a governmental inspection of the charges for freight and transportation.

We could not have asked for such protection in Pennsylvania; but we had a right to ask that that which was withheld from us should have been withheld from our adversaries. But, instead of this, and at the time when the Reading Railroad Company had no right to own mines, or to own coal lands, or to engage in the business of mining coal to supply its line with tonnage, every other Pennsylvania coal carrying corporation whose outlet was the city of New York had such right. The Delaware and Hudson Coal Company was chartered by the Legislature of Pennsylvania, and had the right to mine coal, to own coal lands and to transport coal. The Delaware, Lackawanna and Western Railway Company, chartered by the State of Pennsylvania, had the same right. The Pennsylvania Coal Company, chartered by the State of Pennsylvania, possessed exactly the same right. The Lehigh Coal and Navigation Company, chartered by the State of Pennsylvania possessed the same rights. The Lehigh Valley Railroad Company was the only company which originally was in the same position as the Reading Railroad Company, but by its merger with the Beaver Meadow Railway, it acquired the right to be an owner of coal lands as well as a transporter of coal. We might not have complained of this had these other companies confined themselves to the basins of coal they were originally intended to develop, namely, the Wyoming and Lehigh coal fields. Each one of the avenues of transportation controlled by these five companies led directly to the city of New York: the business of each of them was to build up the city of New York with the produce of Pennsylvania, in antagonism to the Reading Railroad Company, whose only outlet was the city of Philadelphia. We were the only coal company that was exclusively a Pennsylvania corporation. Every ton we carried to tidewater went through the city of Philadelphia, and added to the prosperity and the commerce of that great metropolis, and the traffic of every one of our adversaries was tributary to the commercial prosperity of a rival city—taking the produce of our very State to build up a rivalry which eventually would have destroyed Philadelphia in the scale of commercial importance had it not been for what we have since done. We could not have objected, however, to the action of these other companies had they confined themselves to the coal fields they were originally chartered to develop; but having spread themselves over the entire Wyoming coal field, having taken up almost all the smaller basins in the Lehigh field, they turned their attention to the Schuylkill and the Mahanoy coal field; and what was the position of the Reading Railroad Company in the year 1870?

I now ask your attention to a map, which is the same as the one I have just shown you, but upon which I have located these rival lines which were gradually encroaching upon what we called our own territory. [Exhibiting map.] The lines in blank are the lines of the Reading Railroad Company. We found, in 1870, and prior to that time, that the Lehigh Valley Railroad Company had extended a line of railway through the heart of the Mahanoy coal field side by side with our own. It had purchased large bodies of lands, represented here by the color green, and was engaged in diverting a traffic, which originally had gone by the Reading Railroad to Philadelphia, to the city of New York, by its own line. The Pennsylvania Railroad Company had acquired the control of the Northern Central Railroad, and thought it had secured the Lykens Valley Railroad and the Shamokin and Pottsville Railroad. The former was extended into our southern field at its western end. [Indicating on the map.] And this rival company had already secured such an amount of land, as is here represented, side by side with our own. The Shamokin Valley and Pottsville Railroad, which entered the coal field from Sunbury, was extended, where this line marked in red is indicated, and it had already secured the large body of lands marked in red. Further than that, a coalition between the Lehigh Valley Railroad Company, the Delaware, Lackawanna and Western Railroad Company, and the New Jersey Central Railroad Company was formed for the purpose of building a railroad along almost the entire length of the southern coal field. These three large and wealthy corporations united and located a line from the neighborhood of Tamaqua, running where this line is indicated [pointing to the map] almost through the very center of the southern coal field.

Such was the position we occupied in the year 1870. We should have had nothing to fear from any rival railroad competing as common carriers with ourselves; but when these large companies, with a power to buy coal lands, located and projected lines into our very territory, and were engaged in buying up lands for the purpose of sacrificing the profit of the miner to secure transportation for their railway lines, the result would have been, if we had not acted promptly, that in a year or two the company that we represented and the property for which we were responsible would have been rendered almost entirely valueless, and all the tonnage which we now carry to the city of Philadelphia would have been diverted to the city of New York.

In this connection, I desire to refer to the act of 1869, which has been alluded to by both of our friends on the other side. The allusion almost provoked a smile when I remembered the history of the act and the desperate battle fought in the Legislature by the Reading Railroad Company against its passage. This act of 1869, entitled "An act to authorize railroad and canal companies to aid in the development of the coal, iron, lumber and other material interests of this Commonwealth," was an act of Assembly introduced into the Legislature entirely in the interest of the rival lines that I have spoken of, for the purpose of enabling them after having located their roads to buy lands in our own territory. It was approved on the 15th day of April, 1869. I was at that time counsel for the Reading Railroad Company, and I well remember the earnestness with which the company and its counsel opposed the passage of the bill. The utmost that we could secure, however, was that very amendment, which I believe was drawn by myself, and which prevented the act having any operation in the county of Schuylkill. We could do no more than that. It opened Northumberland county, where our lines were existing, opened Dauphin county, where we already had lines of railroad and coal interests, to our adversaries; and the utmost that we could do was to keep Schuylkill county away from them: but it only kept Schuylkill county away from them so far as concerned the power to purchase the stock and bonds of coal companies, but wherever coal lands was owned by individuals, they had the right to buy. Thus attacked, as I have shown, what could we do? Were we to sit still? Were the managers of the company to remain quiet and see the tonnage diverted from their own line? We had nothing to do but to fight the enemy with their own weapons. The policy had been inaugurated by the Commonwealth of Pennsylvania. Her legislative power had given to these rivals of ours an ability to defeat us in our own region and at our own house; and no other avenue in which we could protect ourselves was left open for us except that of becoming the owners of coal lands. But even before we had that right, and, indeed, before we determined as a company that we would adopt that policy, several gentlemen connected with the company, who had means of their own, bought up three or four large bodies of land which happened at that time to come into the market. The first purchase, I believe, was an interest in the Trevorton coal estate, from which the North Franklin coal is mined. An act of Assembly was introduced into the Legislature to incorporate the Franklin Coal Company, the object of which was to enable the purchasers to associate themselves as a corporation in the ownership of the three, four or five bodies of land which they had thus purchased. But events succeeded each other with great rapidity in those days. In the opening of 1871 we had one of the most disastrous strikes in the coal region that we have ever experienced, longer, I believe, than any which has ever since occurred, except the one from which we have just emerged. That strike completely prostrated individual enterprises, threw upon the markets large bodies of land which were at the mercy of the rival companies who were attacking us, and we determined to go into the market as a corporation, and to ask the Legislature to pass an act of corporation for the formation of an auxiliary coal and iron company.

I desire to say to you, gentlemen, that corporations having the same powers as this Laurel Run Company were as plenty as blackberries in August. Charter after charter existed on the statute books of your Legislature, which were offered to us, one after the other, but we preferred to go the Legislature ourselves. True, we gave no notice to our adversaries that we were doing so. Do our friends upon the other side expect business men, desiring to prevent rivals getting the advantage of them, to serve upon such rivals a notice of the action that it was proposed should be taken? Did the gentlemen expect us to give such publicity to the Laurel Run Improvement Company as to defeat the very object of its charter? Why, we bought some of these lands over night; the large bodies occupying strategic positions in the coal field were purchased before anybody knew anything about it. But the members of the Legislature were not deceived; there was no deception practiced upon them. In the hall of the Senate Senator Billingfelt made a speech against the passage of this act of Assembly because it was avowedly in the interest of the Reading Railroad Company. There was not a man, no matter how humble his position in the Legislature, or connected with it, who did not know that that act of Assembly was intended for the Reading Railroad Company just as well as he knew that a supplement to its charter to incorporate the city of Philadelphia was intended for that municipality. There was no deception; no deceit. The matter was pressed through with as much rapidity, of course, as it could be, because the object was to defeat the rivals who were encroaching upon our territory; and if our friends on the other side suppose that we manage our large business in such a manner as to notify our adversaries of our intentions, for the purpose of enabling them to defeat the objects we have in view, they have formed a very low estimate of the capacity of the gentlemen who have been placed in charge of the Reading Railroad Company, and I am glad to be able to tell them that I do not think we are as dumb as we look.

The Laurel Run Improvement Company was organized. The gentlemen interested in the success of the Reading Railroad Company, who had bought out of their own means several large bodies of lands at very low prices—some of them worth now five times as much as they paid for them—conveyed every acre to the company at the same price they had paid for it, with six per cent. interest added. We bought one hundred thousand acres of land; we expended $40,000,000; and of that great sum of money not one penny of purchase money was diverted to enrich a man who was in the pay of the company. And just at this point let me call your attention, as representatives of the Commonwealth of Pennsylvania, to the position which the rival ports of Philadelphia and New York occupy towards each other with reference to the anthracite coal fields. I have made a tracing copy of the map which Mr. Lorenz showed you in Philadelphia, and I desire you to glance at it for a moment [exhibiting map]. There is New York [indicating] and there is Philadelphia [indicating]. The large corporations that were our rivals had developed the northern or Wyoming coal field and those several isolated basins known as the Lehigh coal region. Every avenue leading from these fields led to the city of New York, and all the traffic helped to build up its commerce and add to its prosperity. The city of Philadelphia, which is nearer to the coal fields than any other port, had no region to depend upon except the Schuylkill and the Mahanoy, and had no avenues of transportation leading to it, except such as were controlled by the Reading Railroad Company. What would have been the condition of the city of Philadelphia and the State of Pennsylvania if these New York lines had usurped and taken possession of the southern fields as they had of the northern? Why, gentlemen, we ship from the city of Philadelphia alone 2,500,000 tons of coal a year in vessels: we have shipped as much as 90,000 tons a week; and the commerce and the prosperity of the port of Philadelphia as a shipping port are much more dependent upon the industry which we bring to it than upon all others put together. I speak of it now as a mere commercial or shipping port; for you must remember that, though a cargo of coal is worth but little in money value, as compared with a cargo of oil, a cargo of silk, or a cargo of tea, yet the number of vessels coming and going, the tonnage of the port, is just as much affected by a cargo of coal as a cargo of silk, or a cargo of tea; the same number of mariners are required to work the vessels, the same number of ships lie at anchor for a ton of one as for a ton of the other, and each time a vessel comes to the port of Philadelphia to take away something that is produced or shipped there, and to bring something that is used there, it adds just that much to the prosperity of the port which it has selected as its harbor.

We are exclusively a Pennsylvania corporation; we own no foot of railroad that is not within the borders of the State of Pennsylvania: we do no transporting business except that which is exclusively within the borders of Pennsylvania, or that which is necessary to carry by vessel from Pennsylvania to other places the products of our own Commonwealth; we owe no allegiance to any other State; we derive no power from any other Legislature. There is not within the whole State which you represent a corporation so exclusively a Pennsylvania corporation, or one so firmly devoted to building up the industrial interests of the Commonwealth in which we are located. Suppose that the two-and-a-half million tons of coal per annum which we ship from Philadelphia had been diverted to New York, what a position would the State of Pennsylvania be in; and how could you, gentlemen, answer to your constituents for the manner in which you had performed your trust, when it was shown that this vast wealth, which the Creator had planted in Pennsylvania alone of all the States on the seaboard of our country, this vast wealth upon which the State of Pennsylvania is more dependent for prosperity than upon any other, this great mineral treasure which has poured into the heart of Pennsylvania a stream of gold for the last thirty years, had been absorbed and controlled by five or six corporations owned in New York and held in New York, and with every avenue of transportation leading to that city and devoted to building up its commerce? When I think of this; when I look back over the last five or six years and reflect what the State of Pennsylvania owes the Reading Railroad Company; when I think of what the city of Philadelphia owes to this company; when I think of the earnestness and the fidelity with which the gentlemen who have been intrusted with the management of this company have performed their duties to their own State, and of the prosperity to that State and its metropolis which will result from their efforts; when I think of all this, and then reflect upon what we have been subjected to for the last two or three months before this committee; when I think that this great interest, which I represent, and which has added more to the wealth of this State than any other within its borders, is to be stricken down and trampled into the dust at the dictation of a few petty coal dealers, I cannot help feeling that if they are to be successful it will not be the first time that

A falcon, tow'ring in her pride of place,
Was by a mousing owl hawk'd at, and kill'd.

Right here, gentlemen, I desire to interject a few words upon the question of the policy of permitting railroad companies to be the owners of mineral lands and the miners of coal. If I were simply defending our own position, if I were simply here to defend those members of the Legislature who with great unanimity voted for the passage of the act incorporating the Laurel Run Improvement Company, it would be entirely sufficient for me to say that you had given this right to every corporation transporting coal to New York, and that you could not in justice to your own Commonwealth and to her citizens have denied it to us. That alone is amply sufficient to justify what you have done, and not only to justify you but to hold you up to honor in future time for the wisdom of a course that looked beyond the present and beyond the petty gains of retailers and factors, to establish a policy that should inure to the benefit of the State which you represented.

Senator Rutan—That was the controlling argument.

Mr. Gowen—Undoubtedly it was. It was the controlling argument with the Legislature, and it was the controlling argument with the Governor, for the answer he made to us was: "I am opposed to this, but as every company that sends its products to New York has this right, I shall give it to the only one whose commerce adds to the prosperity of Pennsylvania."

But to go back to the question of general policy. I was brought up in the Democratic school of faith, and I may say that "after the most straitest sect of that religion I lived a Pharisee," and I was taught to believe that it was simply monstrous to give a corporation such powers as we now possess; but, while still adhering to the ancient faith, I have become a convert to the doctrine that there is no better hand to hold the power of owning and controlling mineral lands than the railroad companies that develop the territory in which they are situated.

In the first place, our coal field is a barren wilderness, a rough series of mountains and valleys, with masses of rock upheaved and stood on edge, which, to-day, but for the mineral wealth beneath it, would be as waste as the desert of Sahara. What is there to incite a company to develop such a coal field except the mineral wealth that it contains? It is not important that it should be developed? And with the experience which we now have before us, what corporation would expend money in the development of a coal field if, after they had succeeded in building their lines and investing their money, the very business upon which they depended for their prosperity was taken away from them by others? Why, there would be nothing left for them. Hence, if you want the coal fields developed, you must attach them to the interest that develops them, so as to justify the expenditure of money.

In the second place I have this to say, you have yourselves been through this coal region; you have seen the amount of capital it requires to open a colliery—two, three, four or five hundred thousand dollars; and in one or two places which you have seen, from a million to a million and a quarter of dollars to open a single colliery; you have seen the shafts being sunk near Pottsville, commenced by this company, to develop a bed of coal almost at the terminus of its main line, the existence of which has been known for thirty years to a demonstration, but the cost of the development of which has deterred any individual owner of land from engaging in it. These works, which will employ a thousand men and add five to six or eight thousand to the population of the town of Pottsville, will cost, when they are completed, probably from a million to a million and a quarter of dollars. What individual would engage in such an enterprise? What individual having one million of dollars would be foolhardy enough to place the whole of his property at the risk of a single explosion or in danger from a single spark? But I may be answered that corporations might have engaged in this work without transporting powers: that an aggregation of capital could be formed for the purpose of developing coal lands without transporting coal. But, gentlemen, would any capitalists engage in an enterprise unless they knew that for years to come an avenue of transportation would be opened to and controlled by them? Unless, therefore, the two interests are united, there would be little doubt to whatever that many of the coal fields of this State would remain undeveloped hereafter.

But, again, it is to the interest of a railroad company that fuel should be cheap, and I want to call your attention to this important point. The Reading Railroad Company depends for its profits upon the prosperity of manufacturers along its line. Just imagine what its condition would have been had these New York companies secured the control of the coal lands, and had said to the manufacturers in the State of New Jersey—and I presume I must speak very deferentially of the State of New Jersey, as we happen to be within it at this moment—suppose they had said to the manufacturers of the State of New Jersey and the State of New York who were along their lines, "Come here, and we will give you coal for two dollars a ton, and we will charge the people who are upon the line of the Reading road four dollars for it," what effect would that have on the prosperity of the State of Pennsylvania? Why, gentlemen, what is the price of coal to us; that is, what is twenty, thirty or forty cents in the price of coal to us as compared with the large revenue we receive from those who use it upon the line of the road? We sell lump coal to the manufacturers to-day at two dollars and fifty cents a ton, just about the cost of that particular kind of coal. Suppose we sold it to them at fifty cents less than cost; suppose that in order to build up our line we should say "every man who locates his works upon the line of our road shall for twenty years have his coal at two dollars a ton," what do you think we should get for that ton of coal, selling it at two dollars? We would get four dollars for every ton of it. In other words, the ton that we sell at two dollars will bring to us an increased business of from five to ten dollars of gross receipts for every ton that is burnt in the process of manufacture along the line of our road.

Such, I hope, will ever be the policy of the railroad company; and that is the reason the retail coal dealers in Philadelphia do not like us; that is the reason the factors do not like us. We have stricken down the intermediate profits, and we have said, and will say to the manufacturers throughout the United States, "here is a company that owns lines of railroads in the heart of a rich agricultural region, where labor is plenty and always will be abundant; we own the coal lands, and we own the coal mines; and you can come here to locate your works in confidence that self-interest alone and the worship of the almighty dollar, generally supposed to be implanted in the breast of a corporation, without regard to any benevolent or philanthropic ideas in the minds of the gentlemen connected with the company, will induce us to let you have this fuel at less than you can buy it from an individual."

There is, however, another reason. A large corporation such as we are is held by the public and by the representatives of the public to a strict accountability. We would not dare to do what individuals do. When individuals controlled this coal field during the war eight dollars a ton was the price of coal at the mines. Do you think the Reading Railroad Company would have dared to charge that sum, no matter how great the power it possessed? Do you suppose that a ton of coal which cost two dollars at the mines could have been sold at a profit of six dollars if the Reading Railroad Company had owned it instead of individuals? A few individuals during the war were selling coal to the United States Government to carry on the defense of the country at a profit of from three dollars to four dollars a ton; but do you suppose such a thing would have been possible under a corporation? Why, if we would had attempted it we should have been pilloried as monopolists and then executed as traitors; and yet as these individuals who handled the product of the mines during the war, and who made money so enormously out of war prices, are the very persons represented by those who now attack us for making a monopoly of this trade! Would the Legislature have appointed a committee to investigate the conduct of an individual if he had charged this high price for coal? Oh, no! But when we reduce the price, to the injury of a Philadelphia retailer, the whole power of the State is invoked for our destruction. Hence I say I am a convert, and I believe, as the result of experience, that there is no better policy than that of enabling the railroad companies to develop the coal fields where their lines are located. But, gentlemen, let me call your attention to a few statistics, for we have some means of determining this question from actual result. I think you will all agree with me that the senseless clamor against corporations, simply because they are corporations, will have no weight whatever with you. I think you will admit that it is your duty, as it is the interest of those whom you represent, to so act that the State shall be prosperous; and you will agree that whatever increases the population and adds to the prosperity of the State should be encouraged, irrespective of whether the dollars and cents that result as profit from the work done are in the treasury of an aggregation of individuals called a corporation or in the pocket of one single man. The map which I have just exhibited to you shows that the Wyoming coal field for the last twenty years has been developed by corporations, and the Schuylkill and Mahanoy coal fields have been the locations for individual enterprise. We have had, then, two well-defined and distinct system of business in operation for nearly twenty years. Let us see by figures what was the result to the State of Pennsylvania.

The Schuylkill and Mahanoy coal fields together contain two hundred and thirty-seven square miles of coal; the Wyoming coal field contains only one hundred and ninety-eight; therefore, we have more land than they have. The Schuylkill and Mahanoy region, the Schuylkill particularly, was the first one opened. It is nearer to tidewater than any other. On account of the geological formation, the structure of the stratification, and the number of axes of depression and elevation, there are to the square mile more places for opening collieries in the Schuylkill and Mahanoy region than in any other. In addition to this, the upper strata of the coal measures, which are absolutely denuded in the Lehigh region and partially washed away in the Wyoming region, exist intact in the Schuylkill. In other words, whereas in the Lehigh region they have but three or four veins of coal, and in the Wyoming from eight to ten, we have in many places in the Schuylkill region seventeen distinct strata, and to this extent, therefore, our capacity for annual production is greatly increased. Notwithstanding all this, what has been the result? In the year 1840 the Schuylkill region produced four hundred and ninety thousand five hundred and ninety-six tons of coal, and the Wyoming region produced only one hundred and forty-eight thousand four hundred and seventy tons. You see the production of the Schuylkill region was more than three times, nearly three times and a half as large, as that of the Wyoming region. In 1850 the Schuylkill region produced one million eight hundred and forty thousand six hundred and twenty tons, and the Wyoming region eight hundred and twenty-seven thousand eight hundred and twenty-three tons. This was about the period when the large corporations in the Wyoming region, of which I have spoken, were going into business extensively as miners of coal, and up to that time the increase had been somewhat greater in the Wyoming than in the Schuylkill. But now look at the next decade. The tonnage of the Schuylkill region had increased in 1860 to three million seven hundred and forty-nine thousand six hundred and thirty-two tons, or about double; while that of the Wyoming region had increased to two million nine hundred and forty-one thousand eight hundred and seventeen tons, or more than treble. At the end of the next ten years, while the Schuylkill had only increased in 1870 to four million eight hundred and fifty-one thousand eight hundred and fifty-five tons, or twenty-nine per cent., in ten years, the Wyoming region increased from two million nine hundred and forty-one thousand eight hundred and seventeen tons to seven million eight hundred and twenty-five thousand one hundred and twenty-eight tons, or one hundred and sixty-six per cent. within the same period. Here was an increase of one hundred and sixty-six per cent. against twenty-nine, due to the fact that the Wyoming region was controlled by large corporations who could expend money in developing the lands, and who were not liable to be prostrated by a monetary panic. If we had twenty years ago the powers we now have, what do you think would to-day be the increased population of the valley of the Schuylkill and the increased commerce of the city of Philadelphia? I have shown you that in the decade from 1860 to 1870 the tonnage of the Schuylkill region had increased but twenty-nine per cent., while that of the Wyoming had increased one hundred and sixty-six per cent.; but I have had these statistics brought down to 1874, and I have been astonished at the revolution already worked in the trade in consequence of our advent into the business of mining and selling coal. In the four years from 1870 to 1874 the tonnage of the Schuylkill region has increased 33 23-100 per cent., and that of the Wyoming only 18 -100 per cent. If there is anything more conclusive as a demonstration than this I should like to have it produced before you: and assuming that you, gentlemen, will close your minds to the senseless clamor against a corporation, and look only to the development of your own native State, look only to her prosperity and the prosperity of her people, I think you will justify what we have done, and some of you will claim credit with your fellow-members for having been among those who were present in the halls of legislation when this policy was extended to Schuylkill county by the incorporation of the Philadelphia and Reading Coal and Iron Company.

But let us look at the populations of these two regions as represented respectively by Schuylkill and Luzerne counties. In 1850 Schuylkill county had a population of 60,713 and Luzerne only 56,072. In 1860 Schuylkill had 89,510, but Luzerne had already overrun it and had 90,244. In 1870 Schuylkill county had increased to 116,428, and Luzerne to 160,915, or an increase for Schuylkill in that decade of thirty per cent. against seventy-eight per cent. for Luzerne. Of course, I have no means of making a comparison of populations since 1870, for no census has been taken; but I will venture to say that owing to the work of this company in the Schuylkill region and the number of men employed and brought there, the ratio of increase in Schuylkill in the last four years will compare as favorably with that of Luzerne as the tonnage of the two regions during the same time.

There is one other subject to which, before I leave this part of the case, I desire to call your attention. I know that it is rather an invidious thing to appear before the public as the defender of a corporation, but let me say to you that a large corporation confers a benefit upon a company—which the latter cannot derive from an individual—in this respect. Take the Reading Railroad Company, for example. I have looked over the statistics of the company from its formation, and find that the stockholders of the company have received an average of not quite six and a half per cent. upon their money from the time they invested it. They have never got more than an average of six and a half per cent for their money, and if they were to sell out their property to-day at its market value, they would only get ten per cent. more for it than they paid for it forty years ago. You will admit that all this aggregation of property which we hold is a benefit to the public; you will admit that the public gets the use of it; and let me ask you, if it were owned by an individual, would he give the use of it to the public at a rate of interest which is not five per cent. upon its value? If any of you gentlemen had bought a house forty years ago, would you let the community use it to-day at ten per cent. of what you paid for it, if it was now worth ten times as much as you gave for it? You have been at Port Richmond. The Reading Railroad Company owns a body of land and wharf facilities there, which would be represented in value by the sum of ten million dollars; they never charged one penny for its use; it is given free to the public; there is no charge for the use of the wharves at Richmond. Those very gentlemen who attack us, who have been witnesses here, who are trying to break down our charter, are making money by the occupancy of our property without a dollar of annual rent. If it belonged to an individual would that be the case? The capital of the company was formed forty years ago, and its property was purchased at the low value which it then possessed, and although that property may have increased tenfold in value, it measures the demand of its stockholders by an annual rate of ten per cent. upon the original investment, which is not five per cent. upon its present market value. The annual dividend paid out by the Reading Railroad Company to its stockholders is not five per cent. upon the appraised value of its property. What individual owning property would permit the public to use it at that rate? Would he not sell it out and realize? The people never think of this. They say, "Oh, you are paying ten per cent. dividends." But upon what capital are we paying ten per cent.? Upon the capital that was invested forty years ago. You may have bought a house on Chestnut street forty years ago for five thousand dollars, and it is worth one hundred thousand to-day; do you rent it to an individual at ten per cent. upon the five thousand dollars—rent it for five hundred dollars when you can get ten thousand dollars for it? Surely not; but the corporation, whose capital is measured by its stock, charges the public but ten per cent. upon the value of its property at the time it was bought, and adds nothing to it for the increased value. In other words, the stock of the Reading Railroad Company has never been increased, owing to the increased value of its property. During the war, when the company was making a great deal of money, it did not pay cash dividends, but kept the money and increased the capital due to the expenditure of the earnings. But for $17,000,000 of profits invested it only increased its capital $12,000,000, so that the increase should be measured by a gold standard of value, and hence, notwithstanding that increase of capital, the money it represented was invested in property, and the rate of interest paid to-day is a rate entirely inadequate to the market value of its assets.

Having gone over these general subjects, I now come to the entrance of the Philadelphia and Reading Coal and Iron Company into the business of mining coal. Our first intention was never to mine a ton of coal. The idea was that the ownership of these lands would be sufficient to attach the tonnage to us, and that we could get individuals to mine the coal at a rent. That was the policy inaugurated by the company; and to develop it they expended probably $800,000 or $900,000, simply in loans to individuals to enable them to get into business. We built collieries, rented them to individuals, and advanced money on mortgages, and had it not been for the terrible demoralization of labor in the coal regions, resulting in strikes, individuals would have been able to do all that we wanted. But we had, during the time I speak of, a succession of strikes which entirely destroyed individual enterprise. There was no man who had the capital to stand up against them; six months out of a year they were idle; and we saw that we had to "take the bull by the horns" and go into the business of mining coal ourselves. There was nothing else left for us to do. We tried honestly and sincerely for nearly eighteen months to develop these lands and work them by individual enterprise; nay, more than that, when we found that would not do, in several instances we opened the collieries and associated men of known experience with us as partners in mining, and let them have the business; but that was also unsuccessful, and we had to take hold of the coal trade as we took hold of the railroad, establish ourselves in it as a large corporation, with fixed rules, and the result has been what you have seen and have been investigating.

Look now at the manner in which the business was conducted in those days, and what it became necessary for us to do? You have heard enough from the evidence to know that it was a rare exception when the miner sold his own coal. There had grown up a system of business by which factors, gentlemen of wealth, established themselves in the port of Philadelphia, at the terminus of the Reading Railroad, and took charge of the product as it reached tidewater. I do not wish to reflect unnecessarily upon these gentlemen, nor do I suppose that they deserve to be reflected on. They had a right to earn money in that way; it had been established by custom; but I say to you that there never grew up and flourished a more iniquitous system in the world, and every man who has been mining coal in Schuylkill county for thirty years will testify in my favor upon that point. They levied a charge of twenty-five or thirty cents a ton for the mere sale of the coal, entirely irrespective of the sum of money it brought. The lower the coal sold the better it was for them, because they sold upon a guarantee commission, and if they sold for two dollars they had only half the money at stake that they had when they sold for four. The Reading Railroad Company in those days weighed coal strictly to the very pound, and allowed five per cent. for waste, and it allowed ten cents a ton as bonus for every car that was dumped at Port Richmond before four o'clock of the day it came down. The practice that had grown up in Philadelphia was that the five per cent. for waste and the ten cents for the dumping of the car were taken by the factors as a consideration for his paying the shipping expenses. When shipping expenses were twenty cents a ton the aggregate of these two items (the dumpage and the five per cent.) was about thirty cents; and so there was an additional profit of about ten cents, and I am within bounds when I say that the average profit of doing this business was about forty cents a ton, so that when coal sold for one dollar and seventy-five cents at the mines, nearly twenty-five per cent. of the value of the product was paid to the middleman for passing it through his books. These gentlemen, the factors, sat at the water's edge like leeches, sucking the life blood of a healthy trade, and as one after another dropped off, gorged to repletion, others took his place, until the emaciated body handed over to us hardly seemed worth the effort of preserving. Everybody knew it; it was the talk of the community. I practised law for ten years in the county of Schuylkill, and in all that time and up to it there were but three men who had ever retired from the business of mining coal with any money, and one of those died in an insane asylum, and another had softening of the brain. The shock was too great for their systems.

Why, gentlemen, there was no Orphans' Court business in that county. I never drew a will in my life but one, and the man for whom I drew that had no money. Every man's estate was settled by the sheriff before he died. I lived through all these times in that county, and I am glad to say that it was the result of that experience which enabled me to make a vow that if it ever came into my power I would try to do something to make that county prosperous. A remark that escaped Dr. Rommel upon the stand is very suggestive. Our friends on the other side assume that every man who went into the coal trade failed because he was not a man of capital or not a man of business habits. Mr. Pettit, I think it was, in examining Dr. Rommel, who was one of these factors, said to him, "I suppose these men went in without capital, and then I suppose they went along, and they came to grief."

"Yes," said Dr. Rommel, "they came to Walnut street," and I suppose in his vocabulary, the wards are synonymous.

These gentlemen, the factors, are the principal complainants in this case. They are represented on the stand before you by Mr. Vanuxem, of whom I desire to speak very kindly, for I think, had he lost his business he spoke very kindly of us, and I do not know that he ever did anything of which I have any right to complain. He feels very naturally, not exactly indignation, but something which is akin to indignation, at having been driven out of his business; the other representatives are Dr. Rommel and Mr. Borda, and they were the only three examined. Dr. Rommel was the owner of a colliery, and Mr. Borda the owner of two collieries. Bless your souls, gentlemen! they never complained of the enormous power of the Coal and Iron Company when they were selling their collieries to us. They took our money as if it were their mother's milk, and you never saw men more anxious for it. Mr. Borda sold us his collieries at a large price and I have no doubt these gentlemen looked with eager eyes to the time when a great corporation, as we were, would become the miners of coal, and when instead of selling fifty thousand, sixty thousand or one hundred thousand tons of coal by factors we would turn our business over to them and let them get forty cents a ton out of an annual product of millions of tons. But we were not to be caught in that way. Having once concluded to go into the business, we made up our minds that we would sell our own coal. You see, therefore, the reason for the opposition of these gentlemen. We shipped last year of the business formerly done by factors, one million three hundred thousand tons of coal. At forty cents a ton there was five hundred and twenty thousand dollars annual profit taken out of the pockets of eight or ten men. No wonder they look angry. No wonder they declare war; and Mr. Borda appears here in the position of Achilles and Thersites in the eventful Iliad which is to end with the destruction of the company. Think, gentlemen, of five hundred and twenty thousand dollars a year for doing nothing taken out of the pockets of eight or ten men! No wonder that they think very badly of us, because we deprived them of the profits in which they were accustomed to participate.

Another word about this subject of middlemen. Some years ago I was in the State of New York, and I think, one of the most interesting business operations I ever saw was the manufacture of cheese by the farmers in that State. There is no more perfect system in the world than that combination of farmers for cheese manufacture which exists in the State of New York; and when we can bring the production of coal within rules as strict as theirs and manage our business upon principles as broad and comprehensive as they do, we shall have attained the perfection of a commercial enterprise. Every farmer whose cow produces the milk that enters into the cheese gets just such proportion of the price which that cheese brings in Liverpool as is due to the proportion of milk that entered into its consumption, and there are no middle-men in it. Fifty or sixty or one hundred farmers unite and send to a cheese factory the milk from their cows. They fatten their hogs off the offal, and the man who makes the cheese gets a certain sum per pound for making it; and so hundreds of other cheese factories throughout the State of New York do the same, and they have an agent paid by the association in Liverpool and one paid by it in other parts of Europe, and the cheese is sold on the account of the owner of the cow in the markets of the world, and there are no middlemen connected with it. Why should the producer be fleeced for the purpose of paying a profit, which, if due to the business, ought to be due to him whose capital is risked in its prosecution? Why, gentlemen, look at the grain trade. What would become of the prosperity of the United States of America if the great grain trade of this country, which goes into our international exchanges and adds to the value of our commerce, were levied upon as it went down to the water's edge by a band of factors and despoiled at the rate of twenty-five per cent. upon the original value to the farmer? It is not just as important for the Commonwealth of Pennsylvania that any product of its soil should be directly sent to market and that the business should be prosperous as it is the grain trade should be so? The coal taken out of the bowels of the earth represents a sum of money, say of fifty cents per ton, which adds just that much to the wealth of the State. It enters to some extent into the national exchange; to a great extent into our inter-State exchanges. Why should individuals who are neither producers nor consumers, levy upon this trade on its way to market and deduct from its owner twenty-five per cent. of its value? If any system can be devised for the benefit of the owner of the colliery, whose capital is invested in the business, whose skill it requires to make it successful, whereby the coal sold in Boston is sold for his account, is it not to his advantage, and to the advantage of the men who work for him, that it should be adopted?

We formed what has been called the "pool." We had twenty or thirty of our own collieries. We had a business of from a million to a million and a half of tons of our own to commence with. That was nearly ten times as large as any business that had ever been done before by a single factor at Richmond. It was therefore necessary for us to have our offices in New York, and in Boston, and in Providence, and to complete all the preparations for an extensive merchantile business, we had to have agents; we had to pay them salaries; they had to be employed and paid to attend to our own business, and it cost us nothing more, except the risk of the failure of those to whom we sold the coal, to do a business of an additional million of tons per annum for others. The clerk who makes out a bill for five hundred tons of coal, can just as well make it out for five thousand. It costs him no more labor. A purchaser who buys fifty thousand tons of coal can just as well buy it from us as buy it from eight or ten different men, as he had to do before. Therefore, taking the business of this pool, the business of other men in addition to our own added nothing to the cost of our business except the mercantile risk that resulted from our guaranteeing the payment for sales, which risk we assumed to be measured by about ten cents a ton. Hence we said first to eight or ten coal operators, "You have been paying thirty or forty cents for selling your coal; your business has not been a prosperous one. If you want to, and if you will pledge yourself to prepare your coal properly, we will sell it for you at ten cents a ton." They accepted the offer at once, and then one of them said to me, "Now, Mr. Gowen, you have made us a very liberal offer; it is going to work a revolution in the coal trade, and I simply suggest for your consideration this: that as up to this time you have only spoken to us who are miners in Schuylkill county, and who have factors to sell our coal, you ought to give the benefit of this offer to every man who sells his own coal, for even those who have their wharves at Richmond can do no better by accepting your offer than they can by keeping in business. In other words, the office facilities, clerks and sale agents they have to keep up for one hundred thousand tons, cost them very much more than the ten cents a ton that you propose to do the business for; and, in addition to that, they have got to run the risk of their sales." "Very well," I said, "I think that is a good suggestion, and we will call a meeting of every man at Richmond interested in a colliery and will make him the offer;" and from this resulted that terrible meeting about which so much has been said and at which I made the unfortunate remark that "I might become ugly," which my friends I hope now understand related entirely to my personal appearance! I have not heard anything about the unfortunate expression lately, and I suppose they will accept my explanation of its meaning. Having called the meeting we said to some eighteen of the miners who sold their own coal, "We have made arrangements to sell coal, and if you gentlemen want to do so you can avail yourselves of it." Well, there was a burst of indignation, because no corporation is ever believed to be honest. I have been subjected for some years to the humiliation of occupying a position in which I am forced to infer that almost every man who comes to see me supposes I am a monster and an oppressor. I endeavor to control my temper as well as I can, and whenever I can find somebody to take my place I shall be happy to go back to practicing law and to get into some decent business again. Whenever a corporation made a proposition to any set of men, they invariably suppose you are going to cheat them and that there is something terrible back of it. Four or five, however, of those of whom I speak, saw the merits of the proposition, and within a day or two accepted it. Some of the largest, I believe the two largest shippers of coal, accepted in a day or two, the Philadelphia Coal Company and Agard, Moodie & Co., but the rest did not, and they sent me the protest which has been offered in evidence, and which was very thankfully received and very politely answered. Out of this has sprung all this trouble; out of this has sprung all these anonymous newspaper articles, these complaints of this "grasping monopoly," simply because we said to those who produce the coal and who have been paying forty cents for selling it, that we would do the business for ten cents a ton; and every man of them who was called here (and our friends committed the inadvertence of calling three or four of them) justified us and said it was one of the best things that ever happened to them. In all this thing, my friend, Mr. Borda, has been the leading spirit. He it was who subscribed the largest sum in aid of this investigation, $500 I think was the amount, when our poor retailers only could put in fifty or one hundred dollars apiece. It was Mr. Borda, I think, who furnished a great deal of the law that led to this investigation until our friends now here were employed, and then I am very glad to see that some of the crude notions which we heard through newspapers as adopted under Mr. Borda's advice were abandoned. Wherever we saw a complaint against us we could trace it to Mr. Borda. An article appeared in the Boston *Post*, under the head of "A Citizen," in which as the representative of native-born Americanism, there was a protest against the demoralizing influence of British gold! Well, the native-born citizen was Mr. Borda from France. In another paper there appeared an "interview" with one of the "hard-fisted and horny-handed sons of toil," who had devoted the morning and the noon of his life to working in the coal mines and earning his daily bread, and the "hard-fisted and horny-handed son of toil" was the aristocratic Mr. Borda, who is "robed in purple and fine linen and who fares sumptuously every day." If an article appeared signed by "A Coal Operator," that is, a man owning a coal mine, who was being ruined by the operation of this great monopoly, and we came to investigate and asked the editor who this coal operator was, it invariably turned out to be Mr. Borda, who had sold his last colliery to the company, and who was jingling the money he received for it in his pocket just before he had taken the pen to write of himself as "a coal operator." So, occasionally, although we have enough retail dealers to fight against, I think a great deal of the complaint of the retailers came from Mr. Borda, whose business is that of a wholesale dealer and factor, which has been uninterrupted by the advent into business of this company, and who now, I suppose, is remaining at home engaged in shipping a large amount of coal and making a large amount of money by the use of one of the wharves of the Reading Railroad Company, which we give to him for nothing.

Mr. Borda is a gentleman of very great ability, a gentleman of French birth, one of whose ancestors, I think, either in the direct or collateral line, was a very scientific man in the latter part of the last century, and an admiral who had many a fierce battle with the English. I suppose, therefore, that in Mr. Borda's breast there is a lingering hereditary animosity against the Englishman; and as we are about to celebrate our centennial anniversary, and ask our English cousins to come over and forgive us for having fought with them a hundred years ago, I think Mr. Borda ought to wait until that ceremony of reconciliation is over before he lets the natural prejudices of his race excite him to attack the "British people" but whenever my friend hears of an Englishman (I think the usual designation is "a bloated English bondholder") he exclaims like the giant in Jack-the-Giant-Killer,

"Fe, fi, fo, fum,
I smell the blood of an Englishman,
Dead or alive, I will have some."

and he draws his sword and prepares him for the fray.

I sympathize with Mr. Borda; he comes of gallant ancestry, and he belongs to a gallant race, who have doubtless been frequently oppressed and injured by the English, and I could almost forgive him for any attack he might lead against the hereditary enemies of his country; but I do sympathize with him from the bottom of my heart in the disappointment that he will find awaiting him after he has captured the three Englishmen who own so large an interest in the Reading Railroad Company, and discovers when, alas, it may be too late, that two of them are Irishmen and the third is a very broad Scotchman. I do hope that Mr. Borda will let them alone, because I know that, with the natural politeness of his race, when he discovers his mistake he will make an apology which will be almost as embarrassing as the original offense.

Mr. Borda has always shown a disposition to manage our business, for which we are extremely grateful to him; and really, I do not know anybody who has the experience, the urbanity of manner, and the knowledge of the coal trade that Mr. Borda has, to enable him to take hold of it and relieve us of the task! Some years ago, when I was a young man, and I suppose these gentlemen thought they had a very good opportunity to teach me something, Mr. Borda and three others (one of whom was Dr. Rommel, and another Mr. Vanuxem) wrote me a letter, the gist of which was that they had looked on the vast business of the Reading Railroad Company, and they thought a very good plan for the company to manage its affairs would be to reduce its dividends to a fixed limit, and divide the residuary profits by giving half to the factors and half to the stockholders! It was a very ingenious suggestion. Their idea was that they would work so much harder then to get money; they were getting forty cents a ton out of it, but it besides they got half the profits over and above eight per cent., there would be nothing like the way in which they would work. The matter was considered by the managers of the company, and on the 6th of March, 1871, I wrote a short letter to those gentlemen which I will take the liberty to read, and which runs as follows:

"I owe you an apology for the delay in making a formal reply to your communication of January 31st, although shortly after its receipt I intimated to two of your number what the answer would be. Your letter was duly laid before the managers, by whom I was unanimously directed to reply to you that the company would decline to consider the subject presented by your communication. I trust you will not consider me impertinent or intrusive if I suggest that the usual manner by which people qualify themselves to receive a share of the profits of a corporation is to become owners of its stock; and I need not add that it would give great pleasure to all the present officers of this company if the gentlemen connected with the coal trade would, by the purchase of stock, give to themselves a right not only to share in the distribution of the profits, but to participate in the management of the company."

I can make no better answer to Mr. Borda now than this. If he and these other gentlemen will take a moiety or a tenth part of their wealth and invest it in the stock of this company, we shall admit them into a participation, not only in its profits, but in its management; and I shall be very glad, indeed, to hand over the burden which I have had on my shoulders for the last six years to a gentleman so well able to bear it as is Mr. Borda. Indeed, I am at a loss to conceive why he should complain of his present position, for I am sure from what I have seen of him that if he will devote one-tenth of the time, and one-tenth of the ingenuity, and one-tenth of the ability that he has devoted to our business, to the management of his own, he will be one of the most successful merchants that ever came to this country. He, as I said, is the leading spirit; he is the representative of his class. He, of course, has not appeared upon the scene except as a modest, unassuming witness, brought before you by the command of a subpoena; but he is "the power behind the throne;" he is the man who pulls the wires, and who has moved the puppets. He has led on this investigation and incited it, using the names of others, no matter what became of them; and no matter that our poor friends, Hancock and Spooner, will have to wear gloves for all the rest of their natural lives to hide the manner in which their fingers have been burnt by pulling Mr. Borda's chestnuts out of the fire.

So much, gentlemen, for the factors. I dismiss them to the retirement to which they belong and which they can enjoy, for they carry with them an abundance of this world's wealth; and I now come down to our friends, the retail coal dealers. I have shown you, I think, how our business affected the factors, and I desire now to show you how it has affected the retail dealers. How has the retail coal business been conducted in Philadelphia? I beg my friends who are opposed to me, and who are sitting around me here, not to think that I am unnecessarily invidious in speaking of them; but I must speak of them, and I must compare them with others: and I say that the retail coal business was conducted in Philadelphia in a manner in which it was not conducted in any other city. Any man could go into the retail coal business in Philadelphia who could get an indorser to guarantee the payment of a week's tolls. He could put up a little yard and order his coal; the Reading Railroad Company gave him a week's credit, and after the end of the week five days more before he paid his bill. Almost all men who had no other means of earning money, because other means required capital, would go into the retail coal business. True, a great many good men are in this business; a great many very good and enterprising men, whose business has been ruined by the very class to which I refer. I know that when I was in Schuylkill county every man who broke down in mining coal started a feed store, and when I came down to Philadelphia I found that every man who broke up in any other business opened a retail coal yard. The result was that this business was divided among so many that they could not live without a large profit. The large prices at which they sold coal in Philadelphia induced corporations, whose main business was in New York, to divert some of their tonnage to Philadelphia, and for many years the Lehigh Coal and Navigation Company has been retailing coal in Philadelphia, bringing it forty or fifty miles further than we do, and selling it a price less than the retail coal dealers; and we found that we were losing the business of the Reading Railroad Company on account of the high price at which coal was retailed in the city of Philadelphia. We therefore commenced the retail coal business ourselves, and we had two objects. The first object was to add to our facilities for holding coal. You can see yourselves the great bulk of the coal production—how much goes to market, and how important it is to have a place to put it. Richmond is filled up by a week's business. The yards we opened in Philadelphia hold 130,000 or 140,000 tons. It is quite a valuable thing to have such depots to which we can send the coal when there are no orders. The coal must leave the mines every day, and the more places we have to hold it during a depressed condition of affairs, the longer the mines can keep in operation. Another reason was that we wanted cheap fuel in the city of Philadelphia. The city of Philadelphia is peculiarly a city of manufactures and it is a city of cheap homes. When I tell you that coal is retailed and has been retailed in the city of New York and sometimes in the city of Boston as low as in the city of Philadelphia, you will be astonished, until I show you the reason for it.

Now let me take our business as retailers. Suppose that we are selling 25,000 tons of coal a month (and we have sometimes sold more than that) at retail. When we sell 25,000 tons of coal a month, our rent account and the interest on the property invested in the coal yards does not amount to more than twelve cents a ton. The salaries of all the people employed, clerks and telegraph operators, and every man who is paid by salary, do not amount to more than eight cents a ton. The pay of the men who are paid day's wages in the yards amounts to just about fourteen cents a ton; and then if we allow for advertising, repairs, miscellaneous expenses, and losses six cents a ton, we have this result:—That with a business of 25,000 tons of coal a month, we can afford to sell coal at retail at only forty cents more than the wholesale price added to the freights. But now let me pick out one of the gentlemen who was driven out of business, as he says, by the advent of the Coal and Iron Company. I mean Mr. Boggs. He swore that we drove him out of business. Let us see what kind of a business he did. He told us that he sold sixteen hundred tons of coal a year. He paid $600 a year for rent. His rent account alone was thirty-seven and a half cents a ton on every ton he sold. What were his salaries, or, what represents them—his cost of living? He is a very gentlemanly looking man, and he has a family. How much does it cost such a man to live? At the lowest, $1,600 a year. That is a dollar a ton on every ton against eight cents for us. He employed but one man. If he only paid that man $40 a month, his wages were forty cents on every ton sold. He put up $1,600 or $1,700 worth of permanent improvements. Allowing ten per cent. for depreciation and six per cent. for interest, you have twenty cents more in these items. The aggregate of all in the case of the man who was driven out of business is $1 87 a ton against forty cents on our part. Why, he ought to be driven out of busines. Why should the people of Philadelphia pay $1 47 per ton more for coal than they can get it for from us, for the sake of keeping in business a man who sells only 1,600 tons a year? Coal is a common article; it is not high priced; you do not want to rub it with sand paper and put it up in gold leaf. The cheaper the people can get it the better for them and the better for us.

But look at another fact to see how much each retailer sells. In 1873 there were two hundred and seventy-three retail coal dealers in Philadelphia; in 1874 there were two hundred and thirty-nine. A million tons a year is a fair estimate of the amount retailed, of which we sell two hundred thousand tons, leaving eight hundred thousand tons of coal to be sold by from two hundred and seventy to two hundred and thirty-nine men. The average is only about three thousand five hundred tons a year for each one of them to sell. Every fair retail dealer must get, I suppose, $3,500 a year for the expenses of himself and family, &c. Some of these gentlemen look as if they were very considerable men, well endowed with this world's goods. They must get at least one dollar a ton as profit over and above the necessary yard expenses. Suppose a miner of coal were to open a yard in Philadelphia and sell his coal at retail at the same price as at wholesale, would you investigate him? He would injure these retail dealers just as much as we do. Suppose any of the men who mine one hundred thousand tons of coal per annum, instead of trusting their coal all over the United States, should say "we will open a large yard in Philadelphia and sell our coal there; we will have an agent to look after it; we will sell it at the wholesale price, adding freights, and get our money as the coal is sold." That would be a benefit to the city of Philadelphia, but it would injure the other retailers; and if, thereupon, the latter were to go to the Legislature and ask you to appoint a committee to investigate the individual coal operator? But our friends, the retail dealers, go to the Legislature and ask you to investigate us, because we sell coal a dollar a ton cheaper than they do—and they tell us we ought to be punished for that! But they say that it is not what we have already done, but what we intend to do, that they complain of. The only answer to that is, "wait until we strike the blow before you complain of us." We never will strike it, for this reason: we want to get that which (to use the horrible word) *is a monopoly*; we want to get a monopoly of the coal carrying trade to the city of Philadelphia, and the only way we can do it is by selling the coal there so cheap that the Wyoming and Lehigh regions cannot get into competition. That is the protection the community has. We are ninety-three miles off; the other regions are from one hundred and ten to one hundred and sixty miles; and yet at the price established by the retail coal dealers the Lehigh and Wyoming coal comes into Philadelphia from an increased distance and undersells our Schuylkill coal.

But I am frequently asked this question: "Why do you interfere with these people? Why does your large company bother itself about the profits of these small retail dealers? Why do you not let them have their business?" The answer is simply because we want to increase the carrying trade of our railway; and if they will sell coal as cheap as we will we will not sell a ton. If the Retail Coal Dealers' Association will come to us and say that they will take our yards from us and bring their customers to them and sell coal at the same price that we do, we will give them the yards and supply them with coal, and we will not ask them to pay for it until they sell it, if they will give us security that they will not run away with the money. That is all we want.

If Mr. Ellis Branson will take the yard on Ninth street, and Mr. David Branson will take the yard on Fairmount avenue, and bring all their customers to us, and we will give them the yards to-morrow if they will guarantee to sell our coal at the price we do. Let them do it, and they will make as much money in a year as they do now, because instead of selling seven thousand tons, they will sell seventy thousand tons and at ten cents a ton profit on the large amount the result to them would be the same as one dollar per ton on the smaller, while the benefit to the citizens of Philadelphia would be incalculable.

I admit that these gentlemen have been injured by us, but it is in law, *damnum absque injuria*. It is a loss for which they have no remedy. My friend Mr. Lane says that a man's business is his own, and when you deprive him of his business you take away that which is his property. When this investigation was commenced I was told—but I believe our friends had not then retained counsel—that that was the legal and constitutional provision which we had violated; that, under the doctrine of vested rights a man who had built up a business was entitled to it and could not be interfered with. That is to say, the storekeeper who for twenty-five years had had a business from which he was making $10,000 a year by selling silk at a dollar and a half a yard, and sugar at twenty cents a pound, could not be interfered with by anybody who should come beside him and offer to sell silk at a dollar and sugar at ten cents. I do not think that such is the law or the Constitution.

The stage-coach men were injured in the same manner; and a most estimable class of citizens they were in their day. Nothing would be more delightful, even now, than to get on a stage-coach and go to Pittsburgh at the rate of five or six miles an hour, changing horses every three or four hours, taking a week to get there and enjoying the beauty of the scenery! See how this estimable and worthy class of citizens have been injured by the frightful monopoly of the Pennsylvania Railroad Company! Have they not something to complain of? In my young days, which were not very long ago, I used to travel upon the canal boats on the Susquehanna before the Northern Central Railroad was built, and I assure you that a more delightful way of traveling than that was never invented by the most luxurious monarch of the East; but it is all gone; the Northern Central Railroad has driven it away. The canal boats are rotting upon the banks of the stream, and what the poor canal boat captains have turned their attention to I do not know, but they certainly have joined that large army of martyrs which has had its ranks increased by the accession of Mr. Branson and Mr. Borda. They are injured, but they have no right to complain. The benefit is to the public; the benefit is to the producer, and though they are injured, it is an injury for which the law gives them no redress.

Now, how might they avail themselves of the changed condition of affairs? There are two ways. In the city of New York, the Delaware and Hudson Canal Company, the Delaware, Lackawanna and Western Railroad Company, and especially the Pennsylvania Coal Company have been retailing coal for years and years, and they retail coal in the city of New York at a price just as much over the wholesale rate as is necessary to pay the very small yard expenses they incur. Have they driven out the individual retailers in the city of New York? No; the greatest opponents they have are individual retailers. There is one firm of retailers in the city of New York which sell 100,000 tons of coal a year. That is the way to compete with corporations. Let Messrs. Branson & Co. go away from the little contracted yard at Eighth and Willow streets; take a square of ground and make arrangements with some miner in Schuylkill county to put in 80,000 or 100,000 tons, and sell as low as we do, and they will drive us out of the business. We do not want to be bothered about this retail coal business; we have enough to do; but we want to do something which will give increased tonnage to the Reading Railroad, and if I can bring about a state of circumstances which will make coal cheap in the city of Philadelphia, the producing region which is nearest will get a monopoly of the traffic. There are several retail dealers in Boston who sell from 50,000 to a 100,000 tons of coal a year. That is what it must come to in Philadelphia. We shall never get a monopoly of the retail business in Philadelphia. People do not like to deal with a corporation if they can deal with an individual. There is a natural prejudice against corporations that you cannot obliterate. But the retail coal dealers of Philadelphia will divide themselves into three classes, the first two of which will be the wise ones and the other will be the foolish ones. Of the first two classes one that has the capital and the energy will open large yards and sell as much as we do, and invite carters and everybody else to go to them, and give them the coal at thirty or forty cents a ton over the wholesale price. Another class will give up their yards, retain their carts, office and their customers, come to our yards and get coal and supply their customers. It is the kind of business we want. If we can give the retailers in the yard coal at twenty-five cents a ton more than wholesale price, they will get it loaded into their cart cheaper than they can if they have their own yard and have to pay a rent equal to fifty cents a ton. The third class will vanish from the scene. They will join the canalboat captains and stage-coach drivers, and emigrate to that illusionary and illimitable land which, in the geographical nomenclature of the politician, is known as Salt River.

I have now gone through the preliminary stages of this case, and brought ourselves to the time at which this investigation was ordered. I do not believe that the Legislature of Pennsylvania would have ordered the investigation upon the complaint of the retail coal dealers, or even upon that of Mr. Borda, if it had not been that a conjunction of circumstances, which enabled these gentlemen to unite their forces with the anti-monopoly convention, representing the trades unions, then sitting at Harrisburg, led to a complaint before you that "roared so loud and thundered in the index" that you thought it would be your duty to order this investigation.

Now let us look at the resolution of investigation. The preamble is:

"WHEREAS, The Philadelphia and Reading Railroad Company, who are the ostensible stockholders of the Philadelphia and Reading Coal and Iron Company, are mining and selling coal in direct violation of their chartered rights.

* * * * * * *

"AND WHEREAS, The complaint is of grave import and warrants a careful investigation by this body, and to determine whether the said Philadelphia and Readidg Railroad Company or the Philadelphia and Reading Coal and Iron Company have in any manner exceeded the rights and privileges granted to them by their charter."

Therefore, the committee of investigation was ordered to ascertain whether the companies "have in any manner exceeded the rights and privileges granted by their charter." You will bear me out in saying that when my friend Mr. Pettit opened the case, he made no allegation of unconstitutionality except this, that he referred to the provision in the new Constitution which prevents any succeeding corporation doing what we have done, and he simply referred to that to show that what we did was now against the policy of the law; and he then referred to the act of 1869 to show that it was especially against the policy of the law in Schuylkill county—but there was then no allegation of unconstitutionality whatever. Under the new Constitution, I grant you, we could not have obtained the rights which we now have; but the new Constitution contains a saving clause which declares that no rights already vested in a corporation shall be affected by the instrument, and under that we stand just where we did before the Constitution was adopted. Gentlemen, I was a member of the recent Constitutional Convention. I did to the utmost oppose and denounce the railroad article in that Constitution. I said that it was an iniquity. I said that the Pennsylvania Railroad Company and the Reading Railroad Company already had all the rights they ever would want, and that it was an iniquity to prevent other corporations that might come after from having the same rights, which I think I used this language: That the Reading Railroad Company and the Pennsylvania Railroad Company could afford to pay $10,000,000 for the adoption of a Constitution which would protect their powers and prevent any opposition being gotten up against them. But I was laughed at; and because it was so apparent to me that by very many of my respected friends in that convention I was considered an emissary of railroads, I thought it was better for me to retire from the body altogether. But I think the succeeding history of this State will convince the people that there never was a more iniquitous provision than that which gave to us and protected us in the possession of powers that never can be taken away, and yet prohibited you from giving to any rival line any rights such as we possess.

I say this simply to vindicate the position I took in the Constitutional Convention, not as the representative of a corporation, for I acted against the interest of the corporation with which I am connected, but as a representative of the people, claiming the right for every man to have the same power that we have, and thus to obliterate the distinction between individuals and corporations.

During this whole investigation we heard no charge whatever of unconstitutionality; and now I think that if our friends had been successful in gathering the wool they went out for, and had not come home shorn, we should have heard very little talk about the unconstitutionality of our charter at the conclusion of this argument. But, like a wise general who orders up a reserve to cover his retreat, on the last day of the examination we had a witness who, out of these nine hundred pages of testimony, occupies only ten or twenty, and upon it is testimony we are charged with unconstitutionality, and we hear very little more about short weights or car detentions.

But the only allegation of unconstitutionality that we hear to-day is, that the charter of the coal and iron company, so far as it contains within itself the power to the Reading Railroad Company to subscribe for its stock, is unconstitutional, because it violates that provision of the new Constitution which is exactly the same as the amendment of 1857, viz: "That no bill shall be passed containing more than one subject, which shall be plainly expressed in its title." I am not going to argue that question, because it has been abundantly decided. It has been decided that the words "an act to incorporate" a certain company are all that are necessary in a title to enable the act to confer any powers whatever upon such company; and one of the powers granted to the coal and iron company was the right to sell its stock to other corporations. My friend, Mr. Lane, drew a distinction at law between powers granted *to the corporation*, namely, the coal and iron company, and powers granted to any other corporation, namely, the railroad company. The words are these: That it shall be lawful "for any railroad or minining company existing under the laws of this State to subscribe for or purchase the stock, or to purchase or guarantee the bonds of the company hereby incorporated." Mr. Lane says that is another subject, because it gives power to another company. He says all the powers given to the coal and iron company are right enough, namely, the power to purchase bonds, the power to purchase stock, the power to own lands, the power to purchase stocks of other corporations, the power to own coal mines, the power to mine and sell coal. Those, he says, are all right, because they are given to *the corporation* named in the title; but in every one of these instances does not the power of the coal and iron company to do something necessarily imply that the person with whom they are to do it is to have the powers to deal with them? The charter declares that the coal and iron company shall have the power to buy the coal lands of any corporation. Would this power have been rendered void by adding the words "and any other corporation shall have power to sell its lands to them?" These words are words of supererogation. If the act had simply said "the coal and iron company shall have the power to sell its stock to any other railroad company," it would have been all that was necessary, and that would have been a direct grant of power to the corporation. But it went further, and after having given power to the coal and iron company to sell its stocks and bonds to another company, it went on to say that that other company should have the power to purchase such stocks and bonds. We are told that this is void. If that argument is sound, if the premises of my friend are correct, what is the conclusion? That, if after every one of the grants of power to the Coal and Iron Company the words had been added "and any other person shall have the power to sell them its lands, and any laborer shall have the power to contract with them for his labor, and any other company shall have the power to sell them its iron mines, and any other company shall have the power to guarantee their bonds," said words would have rendered void the very grant of power to the company incorporated by the act which is now the subject of controversy.

I can only say that the law has been expressly decided otherwise. I did not expect this point to be made and did not prepare myself to meet it here, but I telegraphed to Philadelphia yesterday for authorities, and I can refer you to a few in Pennsylvania, which are conclusive of the question.

One of the leading cases upon this subject was decided some years ago. I argued the case myself in the Supreme Court. A *quo warranto* had been issued to test the right of a judge in Schuylkill county to hold office under an act of Assembly, which was entitled "an act to establish criminal courts in Dauphin, Lebanon and Schuylkill counties," in which act there were not only provisions about the courts, but a declaration that certain officers, the clerks of other courts, should cease and new officers should be elected. It was claimed that such grants were in violation of the amendment of 1857, which is in the same words as the clause of the new Constitution. The case was heard in the Supreme Court, and in 8 P. F. Smith's

Reports, page 228, it was held by Judge Sharswood that the title to the act "to create criminal courts" was sufficient to comply with the provisions of the amendment to the Constitution.

In re Church Street (1 P. F. Smith, page 353) is a case still stronger, because an original act was passed entitled "an act to straighten and widen certain streets," in which nothing whatever was said about damages or about the manner in which damages should be assessed or about actions for damages, and some years afterward the Legislature passed a supplement, which was simply called a supplement to an act entitled so and so, going over the original title, and in that supplement there was a grant of power upon a subject not mentioned even in the body of the original act; and the courts held that the title was sufficient to put people on their guard, and anything incident to the subject of the title must be held to be covered by it, and it has been so held in nearly all the States which have similar constitutional provisions.

There is a very strong case on this point in 3d P. F. Smith, page 320, *Blood vs. Mercelliot*. An act of Assembly was passed entitled "an act to increase the boundaries of Forest county." If there was anything in this constitutional provision that required an act to conform to its title, it necessarily would be implied that no power but that of increasing the boundaries of the county could be granted under that title; but the act of Assembly contained a proviso that commissioners might change the county seat and take title to lands for the purpose of building new county buildings, and the Supreme Court held that the title was sufficient to cover all the powers given by the act.

There is a late case reported in the Philadelphia *Legal Intelligencer* of January 16, 1875, *Lyons vs. State Line and Juniata Railroad Company*. There an original act of Assembly had been passed entitled an act to incorporate a company, and years afterward a supplement was passed, which was simply entitled a supplement to an act to incorporate the said company, and under that supplement powers were given the company entirely different from those contained in the original act. The position held by the court was exactly the position that has been taken by the courts of Kentucky, of almost every other State in which this constitutional provision exists, to wit: That wherever there is an act of Assembly entitled an act to create a certain corporation, such words in the title are sufficient to enable the Legislature to vest in the particular corporation any power whatever. The power vested in us by the act of incorporation now objected to, is the power to sell our stocks and bonds to other companies. I submit with great confidence, that the fact that words of surplusage are used to give to these other companies the powers which they necessarily would have had by implication does not vitiate the act, and therefore every allegation of unconstitutionality falls to the ground.

Senator Eutan—If that strict construction was to be held four-fifths of the legislation since the adoption of that amendment would be void.

Mr. Gowen—Certainly. In the case of *Lyons vs. State Line and Juniata Railroad Company*, the court refers a calculation of the number of corporations in Pennsylvania chartered since the passage of the amendment of 1857 which would be destroyed by any stricter construction, and they put it at 1,400. The judge who delivered the opinion so states, and it has been well said that if the stricter construction were adopted the title to an act would be as long as the act itself, and would be simply a repetition of what was to be contained in the enacting clauses.

When we are called upon to construe a statute or a new constitution we look into the old law, we look into the mischief, and we look into the remedy proposed. The old law was thus: That under a title "to enable Robin Hood to build a barn" you could create a railroad company to own all the railways in the State of Pennsylvania. The object was to prevent people being deceived; to prevent what is called sneaking a bill through the Legislature. Wherever you have a title which describes the corporation to be created nobody is deceived, because when persons hear that the corporation is to be created they can look and see what its powers are. But if every power and every grant given to a corporation has to be specifically named in the title of the act of incorporation, it necessarily follows that the title would have to be as long as the act itself.

Senator Herr.—Is there not a case in 5th P. F. Smith about the camp meeting ground which settles the point?

Mr. Gowen.—Yes; I recall that case, and as I have a short brief containing the authorities upon this point, I will hand to the committee for their use.

I now come down to the charges against us, which I propose to examine in detail. Leaving out the question of unconstitutionality, on account of the title of the act, these charges against us are:

1st. Of detention to cars.
2d. Of short weight.
3d. Of an unfair distribution of cars; and
4th. Of a combination or conspiracy to control production, which renders us amenable to the law, and which shows us to have been guilty of an abuse of our corporate franchises.

First, as to the question of car detention. You, gentlemen, have had a very full insight into the business of the Reading Railroad Company. You know that the great object sought to be accomplished by that company is to do as large a business as possible; we carried last week 201,000 tons of coal; we carried the day before yesterday 33,000 tons of coal; we carried yesterday 37,000 tons of coal; we have 22,000 coal cars. Of these 22,000 cars say there are nearly always five per cent. out of service at the different repair shops. They may only stop for a day, but those that stop for a day count one, and those that stop five days count longer. It may be said safely that there are five per cent. withdrawn for the purpose of repair. Then another five per cent. may be standing idle here and there. You cannot make the company work like an automatic machine. It is safe to say that there are ten per cent. out of service. That would leave us twenty thousand to carry two hundred thousand tons of coal per week. With twenty thousand cars, it is absolutely necessary that every car should average two trips a week, as each car will hold five tons, and one trip of the whole twenty thousand would make one hundred thousand tons. The object sought to be accomplished by the Reading Railroad Company is to make these cars average two trips every week, and, if possible, two and a quarter. If we can make them average two and a quarter, we can carry two hundred and twenty-five thousand tons of coal per week. Now, to suppose that for the sake of gratifying a little malice against the retail coal dealers, who are our own customers, we would let a car be detained on the road and block up our business to prevent the consignee getting five tons of coal, is so ridiculous that the very smallness of the complaint should entitle it to contempt. To detain a car twenty days means to lose seven trips by it; means to lose the carriage of thirty-five tons of coal, which, at two dollars per ton, would be seventy dollars; to throw away seventy dollars out of our receipts for the purpose of making ten cents a ton on five tons that we may be able to retail, is to suppose that for the purpose of gaining fifty cents we would throw away seventy dollars! We do not stop our profits at the spigot and let them run out at the bung-hole in that way. Let me tell you what will cause detention. An accident causes detention for the greatest length of time. If the accident to a car is such as to require it to be unloaded, then the detention is but for a few days, because the coal is taken out and put into another car and sent down the line, but it necessarily involves the detention of a day or two, because the accident may happen at a place where there is no empty car. You cannot stop a through train of cars and take an empty one out of it, because the through trains are manifested to the end of the line. You must take the broken car to some place where an empty car is standing. But if the accident to the car is not such as to involve a complete repair, the coal is left in till the car is repaired. The body of the car may be safe, but a wheel may be broken, an axle may be injured, or a box may be hot. All that can be repaired with the coal in the car; and it is left in until the car is repaired, which may take two or three weeks. You have seen the repair shop of the company with fifteen or twenty sidings leading into it. If when the car comes to a siding, that siding is empty, the car gets into the shop at once; but if it comes there when there are fifty cars upon the siding, it must wait until the other fifty are repaired. It may take a month to do this. The consignee does not get his coal the next day, but he can telegraph for another car load. We cannot select for repair the broken cars that are in the shop containing coal. It is cheaper for the consignee to duplicate his order by telegraph when his coal does not arrive, and get another carload to take the place of the one which is delayed.

A great many cases of detention occur from lost consignments; a manifest may be lost; one car may be sent to a particular dealer, and it may be the only one; there is a special ticket for it; the conductor of the train has all these tickets, and he may lose one of them.

We have an agent who is called the missing coal agent, and you would be astonished at the amount of the business that passes through his hands. A car comes down and the conductor loses the ticket and the name of the consignee. What shall be done with the coal? It is sold instantly to somebody at any price; the car must be gotten off the road. It may take a week or two weeks to find out who sent the coal, and to whom it was consigned. The moment it is found the consignee is paid for the coal, not at the price for which it sold, but at its real market value. We must sell it to get rid of it. We cannot let it remain on the road. One car would block up the whole road; and I believe the problem of passing two trains on a single track has never yet been satisfactorily solved; and when one car is in the way on the track it blocks the whole trade.

Let me call your attention to the small number of these complaints. In the two years of 1873 and 1874 we carried 2,759,073 cars, and the total number of cars complained of, giving to the complainants the benefit of every one, is only 790 cars, that is 3-100ths part of one per cent., and when you take out of those 790 cars the 140 that were detained less than five days, you have only 650 cars detained over five days, or about the 25-100ths part of one per cent. of the entire traffic. Was there ever a corporation that showed such a clear record? With every retailer up in arms against us, every one injured in his business by our action, with the factors joining forces, and the Labor Reformers connected with them, with the process of the Commonwealth in their hands to enter every man's office and every man's house and subject the owner to an inquisitorial examination of their business—many of them glad and eager to testify if they could—out of the whole you have got the 25-100ths part of one per cent. of the business done that was not delivered within five days. My friend, Mr. Lane, read off from the statements we had furnished him the number of cars of coal detained from individuals for from five to thirty-three days, which, roughly, altogether amounts to 550 at the utmost; but he said nothing about the two yards of the Coal and Iron Company, and since his speech of yesterday I have had the statements of the Coal and Iron Company's yards examined, and in the yard at Ninth and Girard avenue, which has only been in operation a short time, 423 cars were detained over five days, and in the yard at Ninth and Berks streets 1,076 cars were detained from five to twenty days. So that in the two yards of the Coal and Iron Company, whom we are charged with having favored, the amount of cars detained over five days is nearly three times the aggregate of those detained for all the retail dealers put together. Where can there be a clearer record than this? What better evidence can you have of the truth of the statement that we made to you upon oath, that whenever the officers of this company discriminated in any respect, the discrimination was against the Coal and Iron Company and in favor of individuals?

I knew very well that when we entered into the business of retailing coal and became the rivals of the coal dealers that a clamor would be raised against us, and I was particular to make it my duty to give express orders to everybody who had any of the business in his charge, the more especially as I was absent the greater portion of the two years, to see that in no case whatever should any discrimination be made in favor of the Coal and Iron Company. True, the Coal and Iron Company often had coal in its yards. The company's yards would hold 130,000 tons, and another man's yard would hold twenty or thirty cars, so that we might go without cars for a month and have coal in our yards all the time.

I come now to a subject which I do not know whether I ought to touch upon, and that is the subject of short weights. I think our friends have heard a good deal about this lately, and may, perhaps, be tired of it; and yet it is the charge made against us, which, from its very littleness and meanness, makes me more anxious to remove from your minds and the minds of the public any impression that we have descended so low as to be guilty of giving false weight. Do you believe that all the energies of the company have been devoted to making money by robbing the community of retailers of twenty-one tons of coal, the net value of which, at two dollars a ton, was forty-two dollars? Why, gentlemen, when I tell you that if we added one cent per ton to the transportation charges of the Reading Railroad it amounts to $60,000, you can see that if we want money from the public we can take it boldly and put an additional cent on our tolls. A cent will give us $60,000, and a half cent will give us $30,000, a tenth of a cent will give us $6,000, and the one hundredth part of a cent per ton will give us $600, or fifteen times as much as we are charged with stealing by giving the retailers' short weight! Why, if we want to steal, we will take a pistol and go on the highway, and do it boldly and in a manly manner. "A false balance is an abomination unto the Lord, but a just weight is His delight," and we are not going to render ourselves amenable to any law, either of God or man, for the sake of getting a paltry forty dollars in two years. We have shown you the correctness of our scales; we have shown the care taken with them; whether we weigh when the car is passing along slowly, or whether it is stopped, it is a matter of no moment, for the reason that whether a car is moving or standing still it weighs exactly the same—there is no difference whatever. A car moving slowly over a scale will weigh on every part of that scale to the very ounce exactly the same as it will weigh if it is standing still. Indeed the protection of the public is to have it weighed when it is moving, for the reason that in order to stop it the brakeman has to hang upon the brake, and in the hurry of business it may happen that we weigh the brakeman along with the coal, and the people who buy coal do not want to buy brakemen by the ton. But if it moves slowly there is no other weight than that of the coal. One of our friends objected that on one occasion we weighed the hind legs of a mule for him. Well, gentlemen, if the hind legs of a mule were on the scale the hind legs of the car were off it, and I, as the consignee, would rather pay for the coal by the weight of the mule than by the weight of the car.

What, then, are the causes of short weight? In the smaller sizes of coal the cause is leakage. The boards of the car may warp; there may be a knothole; the doors of the car which should be drawn up by the man who loads the car may not be closed, or in drawing them close and believing he has got them tight, he may be mistaken, and a little piece of coal may be between the lids of the doors and prevent them closing. The man shuts them with a lever or a wrench, working on the outside of the car; he winds up the doors and a piece of coal may be between them. If that car is loaded with chestnut coal or pea coal, or sometimes small stove coal, a great deal of it will leak out before it reaches Philadelphia.

Accidents are a great cause of short weight; not an accident that results in destroying the car, but a simple collision which throws the coal off. I have seen cars coming down the road in which the coal was thrown forward against the car, so that it had evidently run over the front end, whereas at the rear end it was a foot from the top. If an engineer coming down the line sees an obstruction in the road, the shutting off of steam and throwing the weight of the engine against the train, the mere attempt to stop the cars even when going only at the rate of ten or twelve miles an hour will throw small coal forward and throw it off. In addition to this there is a great deal of stealing; I do not know how many hundreds of the industrious population of Philadelphia live off the Reading Railroad Company by stealing coal. We cannot, in all cases, prevent it. I have myself seen women sitting on a bank beneath which the railroad passed, armed with long rakes, as if they were coming from the harvest field, and as the cars passed they raked the coal off by bushels, and when the cars were gone sent their children down to gather the spoil. I have seen men jump on the cars and kick off coal with their heels to be gathered up for the winter's fuel. It is a little business; it seems hard even to prosecute these poor people for doing it, but we are obliged to do so, in order to stop the offense. The property is not ours; it is in our custody, and we have to do all we can to prevent stealing. The records of the courts in Philadelphia, Harrisburg, Reading and Pottsville will show the number of prosecutions we have brought for no other purpose than to stop this pilfering of property committed to our care. But we have, as you have heard, an inspector who inspects all coal as it reaches its terminus, and if there is any evidence of short weight we allow it to the consignee without the parties asking for it. I [illegible] allowed them, entered upon a book, and the amount paid to them. The charges of short weight (I think there were eight or ten of them made by some of the retail coal dealers) were made after they had dumped the coal. They made the allegation themselves, without any inspection of ours, without any person representing us being present, and in such cases we refused to pay, although in one or two instances I believe the matter was adjusted. But you will bear me out that in every instance where any complaint was made before the car was dumped the matter was investigated, and if the allegation was found to be correct allowance was made for it.

I need not again refer you to the smallness of this charge; but I want to call your attention to one thing which was commented upon by my friend Mr. Lane, to show the manner in which the scales at the mines were used. He alleged that the fact of their being a discrepancy between the scales at the upper end of the line and then at the lower was an evidence that our scales were wrong. We are never given credit for any good action. Even our very virtues are held to be crimes, and the liberality with which we weigh coal at the mines is made use of as an evidence of our rascality. When we were in the habit of allowing five per cent. for waste, the instructions were to weigh accurately, and the five per cent. was the allowance for waste. When the five per cent. was taken off the instructions were to weigh liberally, the object being to make at the scales a sufficient allowance to cover ordinary waste. We weigh liberally at the upper scales in every instance. At Richmond, out of four millions three hundred and fifteen thousand tons there is a gain of one hundred thousand tons, and our friends say that that shows that one of the scales is not right. It shows no such thing. It simply shows that in weighing the coal as it leaves the mines we weigh with sufficient liberality to allow for the waste of the dirt. So in our own retail yards, out of one hundred and eighty-five thousand tons received, there was an excess of one thousand and six hundred and fifty-tree tons. I only mention this to show that the rule is to weigh liberally at the mines.

And now, gentlemen, I want to call your attention to something in this connection. You have seen these retail dealers before you, many of them men of considerable intelligence, and active business men. There was not a man of them who did not have evidence on the subject which would have been conclusive if the charge was true. In our own case we showed you the working of every retail yard: we showed from our books, the total number of tons coming in, the total number of tons going out, the number of tons of slate sent out, the number of tons of dirt sent out, and the number of tons of screenings sold. We showed a full, fair and open exposition of our business; and that which we showed in our case it was within the power of every man who attacked us to show, and the fact that not one of them did show, is conclusive against the allegation he makes. They come here and swear, one after another, to a general deficiency in weight; I ask, "where are your books; did you make out a statement of the number of tons sold?" The answer is "no!" I ask, "will you do it?" and the reply is "yes, I will try to." So it was with one after another, but we never have got one such statement yet, and we never will receive one. Will you tell me that the books of a man who sells seventeen hundred pounds for a ton will show that he sent out less tons than he received? I do not care if he swears to it until he is blue, I will not believe it. Why did they not produce the record of the business? The rule of evidence is that he who alleges an offense, and has within his power the means of proving it by the best proof that is known to the law, and fails to produce that proof, is convicted by his own acts. When these people, active business men for twenty years in Philadelphia, come to you with an allegation of short weight, and being asked to produce their books and show that the number of tons sent out was less than the number of tons received—being invited and requested and directed to do it, and yet fail to do it, and actually withhold the evidence in their possession, there is not one word of their testimony which can have any weight with you in determining the truth of their allegations.

I now come to what may be called the humorous part of this complaint. I do not know that I ought to say anything about it at this time. I have said enough on this subject before, but I feel inclined to go a little further. These gentlemen measured us by their own standard; they weighed us upon their own scales, constructed the Procrustian bed upon which they laid us, to determine whether we were of the proper length. And when we were short they dragged us out, and when we were long they chopped us off, according to their own standard and to none else. *We tested them by their own weights.* We sent out and bought a ton, or two, or three, or four tons from each one of those who made this grievous charge of short weights, the aggregate of which was the one-thousandth part of one per cent. of our business. We sent and bought coal from all those who testified. The ingenious Mr. Spooner, who testified, I think, that he had bribed the Legislature, or something of that kind, only gave seventeen hundred and thirteen pounds to the ton. He sold at eight dollars a ton, so that a man purchasing from him paid one dollar and eighty-eight cents for coal that he did not get, or equivalent to *ten dollars* a ton for the coal he actually received. He complains that we are driving him out of business. I should think that it would be a grievous thing to Mr. Spooner, because the average of his overcharge for short weight is $1 34 per ton; and as Mr. Spooner sells six thousand tons a year, he derives a clear income, over and above the ordinary profit on coal, of $8,000 a year for coal that he does not deliver. Why, he does not want a coal yard! He makes more money out of what he doesn't give than out of what he sells! The more we detain Mr. Spooner's cars, the better he is off! Bless his innocent heart! If we send him ten cars containing fifty tons and keep two of them back for a few days the other eight cars will weigh sixty tons! Who has a better opportunity than he has to make himself whole? Who can make a ton of coal go further than the immaculate Mr. Spooner?

Next on the roll of honor I come to my friend Mr. Hancock. I am sorry he is not here, because I understand that Mr. Hancock says he intends to knock me down if I abuse him, and therefore if he were here I would be obliged to be very careful. Perhaps it is well for me that you came to New Jersey, because they have a very wholesome method of administering criminal law in New Jersey, and the fighting members of the Retail Coal Dealers' Association must show their prowess upon other soil. I see that our pleasant friends, the Messrs. Branson, alone appear in New Jersey, and they will not be led into any indiscretion such as that contemplated by Mr. Hancock. Mr. Hancock, you will observe, is more liberal than Mr. Spooner. He has, perhaps, not learned the intricacies of the trade. He gives from eighteen cwt. to nineteen cwt. for a ton; but then he is a candidate for the Senate, and he has to be liberal to his constituents! Mr. Spooner is already in office; he is a deputy sheriff; but Mr. Hancock is only a candidate. The difference between Mr. Hancock and Mr. Spooner on short weight is equal in money value to nearly one dollar per ton. Spooner being already in office gets a dollar more for what he does not deliver than Hancock does. What Mr. Hancock will do after he has secured his position as Senator the Lord only knows!

Senator Wareham—The implication is that he is preparing himself to fill the position.

Mr. Gowen—Well, Mr. Hancock testified on the stand that he had been endeavoring for three years to live down the reputation that he made in the House of Representatives, and he is now qualifying himself for admittance into the graver body by giving eighteen cwt. for a ton to those from who he expects votes! How far you gentlemen of the Senate will consider that this entitles him either to admission or expulsion from the body, I leave you to determine. At all events, I have to say that when the question of his fitness for entrance into that deliberative assembly comes up, the evidence which I have on the subject of his capacity will be laid before you whenever you desire its production.

The average profit of Mr. Fleck is eighty-one cents a ton for the coal he does not deliver.

Let us go over these three or four cases. Mr. Spooner derives an income of $8,000 a year from coal that he does not sell. He sells six thousand tons a year. He makes $1 50 a ton on that. That is $9,000. He makes $9,000 on his business legitimately by getting good rates for coal, and then he makes $8,000 on the business that he does not do, therefore, the less he does the better he is off. But an income of $17,000 clear profit is paid to him by the citizens of Philadelphia for selling six thousand tons of coal per annum, each ton of which weighs in his own scale seventeen hundred and thirteen pounds.

The liberality of Mr. Hancock has enlarged his business and he sells fifteen thousand tons a year, and hence he derives an income of $5,600 a year for coal which he does not deliver. Mr. Fleck sells four thousand tons and receives $3,200 a year for nothing. Messrs. Wagner & Singerley sell seven thousand five hundred tons a year, and consequently, at eighty-two cents a ton, receive an income of $6,000 a year for nothing.

These are the gentlemen who are complaining against us, and these are the four who, as my friend Mr. Lane said, testify with the greatest vigor. I have heard it said that it was a remarkable thing that the Almighty had always in this continent located the great rivers beside the great towns. The usual impression, however, is that the towns were put near the rivers. But when my friend assumes that our witnesses made Mr. Hancock's coal run short because he had testified with great vigor, I have to answer that, by saying that he testified with great vigor because his coal run short. I have been a district attorney, and have had considerable experience in the criminal courts, and the result of that experience has convinced me that a man who will steal will not hesitate to lie, and I think the testimony of a man who gives one thousand seven hundred and thirteen pounds for a ton is not quite so *weighty* as it would have been if he had given two thousand two hundred and forty. I cannot help recalling the appearance with which these gentlemen took the book, or, rather, with which Mr. Spooner took the book, because Mr. Hancock assumed the position of a Quaker, conscientiously opposed to taking an oath of any kind. Consequently he was affirmed, and though being conscientious on the subject of oaths, his first answer to one of my questions was "That's a damned lie!" Spooner and Hancock, *par nobile fratrum!* are the representatives of the retail coal dealers. I leave them to occupy the position in which they have placed themselves. I believe that "Honest Joe" would be just as bad as Spooner if he was not a candidate for Senator, but I am bound to give him the benefit of the doubt, and, therefore, I must say that Mr. Hancock derives less income from what he doesn't do than Mr. Spooner does. I should like to make an investigation of his weights, however, after he has succeeded in being elected to the office to which he aspires.

I was very much amused at the effort made by my friend Mr. Pettit and his client Mr. Hancock, to get away from the effect of this testimony. Mr. Hancock and Mr. Pettit say: "Well, this coal is bituminous coal; it is Lykens Valley coal." Fortunately, we have got the bill for the coal, and it is charged as Lehigh coal. If Mr. Hancock can only get rid of the offense of giving short weight by proving that he sells bituminous coal as Lehigh, I do not think he retires with much honor from the contest.

Then my friend, Mr. Pettit, suggested that slate was lighter than coal. It happens to be heavier; but I do not see how that makes any difference. I cannot for the life of me see how a ton of feathers is weighed lighter than a ton of lead, and I have been trying to get it through my head ever since I started. I do not see what the bulk of a thing has to do with its weight. Two thousand two hundred and forty pounds make a ton. I admit that the ton of feathers will fill a larger space than the ton of lead; but if Hancock cannot get a ton in his cart why doesn't he get bigger carts, or why doesn't he sell three-quarters of a ton? Is that any justification for the manner in which he does business? Ah! I fear very much he is not a Joseph.

But my friend, Mr. Lane, referred yesterday to a letter of Mr. Bell, in which, in answer to a complaint of short weights, he said that it was unfair to weigh coal in any other manner than by taking a car and running it over a scale. Mr. Bell meant that it was unfair to weigh coal in his absence by several drafts upon an ordinary platform scale without his being there to see to the tare; but how can it be unfair to get a weigher of Philadelphia on a beam scale that will register almost an ounce or a quarter pound, at least, who lays a canvas on the ground and dumps the coal in it and then picks up the coal and dirt and weighs everything—how such a test can be unfair I cannot see. After all this was over, however, my friend Mr. Pettit said: "Well, this matter of short weights was only an incident in this case." Three hundred and thirty pages of this great book taken up with the subject of short weights, and then when my friend's ox is gored, he says "it is only an incident." There is a profane tradition that has existed for many years, that a certain man during the deluge on being refused by Noah entrance into the ark, said that he didn't believe it was going to be much of a rain after all. So my friends who started out with this investigation, and had the eyes of the Commonwealth upon them, sustained by such magnificent supporters as Joe Hancock and Bill Spooner, who swore the case right through as they went along—valuable clients who say to their counsel, "You look out for the law, and we will furnish the facts." With all these advantages "this is only an incident." I think it is something very much like the incident that occurred to the fox who couldn't get the grapes.

Out of 229 retail coal dealers, fourteen firms testify against us. All are opposed to us, that is to say, they all dislike the innovation we have established in Philadelphia. A great many of them are honest and upright men and would scorn to do a wrong even if they had suffered an injury, but out of all of them, with all the disposition to get us out of the business, only fourteen firms testify. Of course I count Mr. Hancock, Mr. Ashbridge and Mr. Fisher, all members of one concern, as one firm. There were sixteen or seventeen witnesses. I will venture to say there was not a retail coal dealer in the city of Philadelphia whose place of business or whose house was not visited for the purpose of ascertaining whether he knew aught against us. I had letters from some of them, during this investigation, saying that they had been subpœnaed, that they had nothing against the company. I replied: "Go tell all you know; we shall not think evil of you if you know or tell anything against us." But when it is considered that with all this to induce them and excite them to action, they could get but fourteen out of two hundred and thirty-nine, I think you will admit, gentlemen, that the subject is not of sufficient gravity to occupy your attention any further, and I therefore dismiss it from my mind, as I believe it will be dismissed from this case, and I only ask to bestow upon my friend Mr. Hancock and my friend Mr. Spooner the parting admonition, which I will ask them to remember hereafter, that "he who walketh uprightly walketh surely, but he that perverteth his ways shall be known."

I come next to the charge of unequal distribution of cars. There was hardly anything said about it in the argument, and it is probably not worth my while to refer to it. I only know that after getting through with the retailers in Philadelphia, and then having a rest of what the coal miners and operatives would say by calling them inadvertently and having them turn out to be the best witnesses we could have produced on the stand, our friends got very sick of Philadelphia, and, as I am told, it was determined in conclave by the retail dealers that Philadelphia was not the place to make the investigation. We must "beard the lion in his den." We must go right up to Pottsville. The newspapers in Philadelphia are not worth anything; they are all ridiculing us; they are all in the interest of the company. Let us go right to Pottsville. And as for Mr. Gowen, he will not venture ten miles out of Philadelphia, if he does he will be shot by the miners. We will take the committee where everybody is opposed to the company. Well, gentlemen, it was just where I wanted you to go. Our adversaries had two weeks, and then there was an adjournment of nearly ten days more in which to prepare for the Pottsville campaign.

Mr. David Branson moved his headquarters to Pottsville; he established himself in Schuylkill county; he placed himself in confidential communication with all who were supposed to know aught against us. It happened that we had just gone through the long strike; we had discharged quite a number of our operatives, and it was supposed this would bear terribly against us. Your committee met at Pottsville. And what was the result? Our own officers were examined, and they gave us a character of which we may well be proud. You saw them on the stand; you know how they testified. Our friends abandoned their allegations, but called two or three discharged employees, whom they had subpœnaed. With all the disposition that a man discharged from his employment has to say something bad against his employer—I speak it now to the honor of these men—they had not one word on the stand to reflect upon us in any manner whatever, and our gallant retailers determined, after a few hours in Pottsville, that they would not examine any more witnesses in the coal region, and we came back to Philadelphia. The result of that examination must have convinced you that if there is anything in the business of the company that is done honestly and fairly it is the distribution of cars. It was made a subject of study by my predecessor for some years. The system which he devised has been followed rigorously since. Every colliery is rated at its capacity, every man receives his proportion of cars. If there are five thousand cars, and the calls are five thousand, every man gets one hundred per cent. If the cars are five thousand and the calls are six thousand, every man gets eighty-three and one-third per cent. If the calls are six thousand and the cars only three thousand, every man gets fifty per cent. Nothing is, nothing can be fairer than this.

Now, I want to say to you that the amount of percentage has nothing to do with the capacity of the road. The less business done the higher is the percentage of cars, as you will see at once. In the winter, when very little business is done, every man gets one hundred per cent. In the month of October last we shipped over nine hundred thousand tons, and yet the percentage was much less than one hundred per cent. You see what I mean. It does not follow, because there is a large business, that the percentage of distribution is high. People call for more than they can load; their rated capacity they can hardly ever keep up to. It happens that the largest business is done with the smallest percentage, and the largest percentages are sometimes given with the smallest business.

There is one thing connected with the subject of car distribution that I wished to advert to, and that is the rule recently introduced of giving to a man having more than one colliery, at any one, the amount he is entitled to have at all. Nothing can be fairer. Take two men, one of whom has a colliery of fifty thousand tons, and the other two collieries of fifty thousand tons each. The one may be entitled to fifty cars a day and the other to one hundred, but the latter is not entitled to one hundred unless his collieries are working collieries and in operation. In times of scarcity he can stop one colliery and get all his cars for the other. But suppose he does not, the other man gets no more cars. A man cannot have a colliery idle, not doing anything, and then in times of scarcity ask for an allotment for that idle colliery, which has never been worked but in the times of these scarcities, and they never exceed more than a few weeks at a time. He can, if he chooses, stop one of his collieries and take the cars for both at the other: nobody is injured by this, though he is benefited. The man who has but one colliery at a time has not the same advantage, but every collier will hold in its chutes more coal than is produced in a day. Therefore, the man who has only one colliery has no other resource but to call for his number every day, and stop every other day in working. He saves half his expenses and works every other day full. But if the rule was abolished no good would result to the man that had but one colliery.

[At this point the committee adjourned till to-morrow morning.]

JULY 30, 1875.

The committee met pursuant to adjournment.

Mr. Gowen resumed his argument, speaking as follows:

Mr. Chairman and Gentlemen: At the close of yesterday's session I had gotten through with that part of the argument which I intended to devote to the special charges of short weight and detention brought against us by the retail coal dealers. It is true that these charges occupied a greater share of your attention and that of the public when they were being made by the evidence adduced before you than they did in the argument of my friend who preceded me, Mr. Lane, and who really spoke of them in an incidental manner, as if they were only what his colleague, Mr. Pettit, had called them, an incident of this examination.

I now come to the charge of unlawful confederation or conspiracy, which is alleged against us. It must strike you, who are members of the Legislature and who make the laws, but do not execute them, as being very remarkable that a committee of the law-making power is asked to investigate a charge of actual crime. Why do they not indict us? If we are these conspirators, if we have rendered ourselves amenable to the criminal law of the Commonwealth, the courts are open to our adversaries, and courts and juries are only too prone to find verdicts against corporations. If my friends on the other side desire to send me down to Moyamensing, I am at their service at any day or hour of the week and will respond to the charge without the necessary preliminaries of an affidavit and warrant. I have no doubt a vast crowd of admiring retail coal dealers would be collected along Walnut street to see the triumphal procession headed by the President of the Reading Railroad Company on the way to a magistrate's office, and from thence to the gloomy walls of Moyamensing prison; and to such spectators it would proably be one of the most delightful episodes of this investigation if such a procession, headed by myself, could be formed. Now, I assure my friends that we are ready to respond to the call of the district attorney of Philadelphia, or of Schuylkill county, or of any of the counties of the Commonwealth in which this conspiracy has been formed, or in which any act done in pursuance of it has been committed; and fortunately for them our friends have the opportunity of indicting us in any one of ten or twelve counties, and they can select that one in which the juries are supposed to be particularly averse to corporations. With all this field before them, with the criminal laws plainly written, with the courts of Pennsylvania open for the administration of criminal justice, with the magnificent opportunity they would have for putting the president of a large railway company in the prisoner's dock and sending him to the penitentiary, why should you, who make the laws, be asked to go through a preliminary investigation in order to find whether we have rendered ourselves amenable to your penal statutes? If we have done so, in God's name let us be indicted; let us be punished by fine and imprisonment, and let this unlawful confederation and conspiracy, which has been the burden of my friends' complaints, be held up to the scorn that it deserves, if its authors have transgressed the laws of the State from which they derive their power.

This unlawful confederation or conspiracy is supposed to have been brought about by the coalition between ourselves and the New York companies—by the formation of the Schuylkill Coal Exchange—and by the stoppage of the production of coal, and I now desire to call your attention to these subjects in detail, and in doing so I will, I think, carry out the promise I made to our friends on the other side by telling them more of this confederation and conspiracy than they have been able to get from any witness examined upon the subject. There was but one witness who knew anything about it, except from hearsay, and that was Mr. Parrish; and here I ask you to look at this peculiarity of the case. A conspiracy is charged; an unlawful confederation, unlawful in its confederation and formed for an unlawful object; such a confederation as courts darkness and hides from the light of day, such a confederation as, if it exists, shuns the public investigation and public examination, and though we were told how difficult they supposed it would be to prove it, how troublesome it was to find out by any other than one of the conspirators himself the acts of this confederation—yet when one of the chief conspirators was called to the stand, he was simply called to testify to the fact that the public newspapers of the country had contained everything connected with this subject and that we had published it ourselves and published it to the whole world. Everybody knew all about it. There never was a trade combination, there never was an association of industrial pursuits managed by a committee, the proceedings of which were more public than those which our friends animadvert upon. From Alpha to Omega, from the beginning to the end, not only the object of this conspiracy, but the very detail of the manner in which it was to be carried out, was spread broadcast before the people of this country. If our friends want an investigation to detect and expose a conspiracy, why ask this committee to expend three months of its time to investigate a state of facts that had been published for two years? Upon the subject of confederacy, upon the subject also of the ownership of stock in the coal and iron company, by the Reading Railroad Company, which are the only two grave offenses charged against us now—the reports of the Reading Railroad Company and the public press of the State had for years contained all the information which has had laid before you, and it must appear to you to be remarkable that an investigating committee was ordered and that witnesses were summoned for no other purpose than to prove the truth of the assertions which we ourselves had made to our stockholders and to repeat the facts which we ourselves had furnished to the public prints.

I go now, first into the confederacy with the New York companies. I shall use the word "confederacy," or "combination," or any word which is most offensive to the law, to please our friends on the other side. Names imply but little. I want, first, to call your attention to the manner in which the coal trade of Pennsylvania had been managed for twenty years before this alliance with the New York companies was formed. You have it in evidence that there were two classes of business, as it were—one the line and city trade, and the other the trade which went to tidewater for shipment. It had been invariably the case that the better kind of coal, or rather that which was the better prepared, had gone to the line and city trade, and that about which the least care had been taken, which was treated as simply the surplus or overproduction which was difficult to sell, had been sent to tidewater for shipment abroad in competition with the coals of the New York companies. The result of this was that while prices were fairly maintained in Philadelphia and in Pennsylvania, and while people there paid a fair price for their coal, and sometimes a very high price, the keenness of the competition was so great that the manufacturer who smelted iron ore in the harbor of New York bought his Pennsylvania coal at a dollar a ton less than the man whose furnace was located in the valley of the Schuylkill. How long would it have taken for such a system to destroy the manufacturing industry of the State of Pennsylvania? Why, gentlemen, when I became the President of the Reading Railroad Company it was the habit, and it had been the habit for years, and it was continued for one or two years, because it was impossible to get rid of it at once—it was the habit to allow as high as a dollar a ton drawback at Richmond upon the coal that was sent out of the borders of the State. The man whose furnace was located in Philadelphia, or along the line of the Reading road, paid two dollars for his freight, and the man whose furnace was located in the valley of the Hudson got that freight for a dollar a ton; and it was simply on account of this competition between the New York companies on the one side and the Reading Railroad on the other to find a market for their surplus coal. Manufacturer after manufacturer located along the line of our rails came to me to complain of this injustice. They said: "How can you expect, Mr. Gowen, to build up the trade of your own region, if you permit such a policy to be carried out as will give to our rivals, located in the principal market of the country, on the waters of New York bay and the waters of the Hudson, the power to buy the coal which passes our very door and goes one hundred miles further, at a less price than you charge us?" No answer could be made to the complaint—there was none. There never was a system so unjust; there never was a system which would have worked more ruin and injury to the very people of Pennsylvania, whom it was our duty, as I am sure it will be your pleasure, to protect.

The coal that went to these competitive points, as I have told you, under the fostering care of my friends, the factors, was not always in the very best condition. It was very well known that Schuylkill coal in the markets of New England and New York had a very bad reputation. A man having a very good colliery in the Schuylkill region at which he prepared one hundred thousand tons of coal, would sell eighty thousand or ninety thousand of it in Philadelphia and along the line of the road. He had to have a market for his surplus, it might have been ten thousand or it might have been twenty thousand tons per annum. It was a well-known coal; it had a good reputation. A factor took hold of it, and announced himself as the selling agent for this particular kind of coal, and when he got ten thousand tons a year from the colliery which had a reputation, he sold one hundred and twenty thousand under the same trade designation; that is to say, he bought one hundred and ten thousand tons of inferior coal and sold the whole as the product of the good colliery. The result was most iniquitous, not only to the owner who had the good colliery but to the purchaser who bought upon the reputation of the coal. The Reading Railroad Company was interested in building up the line of its road, a sum of twenty, or thirty, or forty, or fifty cents a ton, more or less, in the price of coal amounted to nothing compared with the profit it would derive from having that coal burned in the process of manufacture on the line of its own rails. The Phœnix Iron Company, located at Phœnixville, which has just built a rolling mill which, I believe, with one or two exceptions, is the largest in the world, was for one or two years considering the propriety of moving its large works from the valley of the Schuylkill and locating them on the waters of the Hudson; and it was only when that company saw that the policy of the Reading Railroad Company was to make coal cheaper the nearer it was to the mines, and to increase the price with every mile of distance it was transported, that they determined to remain where they were, and to expend from one million dollars to one million three hundred thousand dollars in the erection of an establishment that will employ hundreds of men, and produce one hundred thousand tons per annum of finished iron.

I could go over the whole line of the road from beginning to end, and I could show you this same state of facts. I could take up the statistics of the iron manufacturers of the Hudson and show that at that great distance from the coal region the prosperity and the wealth and the industry of the State of New York were being built up at the expense of the State of Pennsylvania with fuel dug within our own Commonwealth, and of which our State had a monopoly. Why, gentlemen, look for one moment at this. Suppose, by any arbitrary trade regulation you could say that there should be an export duty of one dollar a ton levied upon every ton of anthracite coal that left the borders of the State of Pennsylvania. I grant you cannot say this; I grant it would be in violation of the Constitution of the United States; I grant that it would be probably unwise to do it. But what would be the result? Every man making iron with anthracite coal would locate his furnace within the State of Pennsylvania, and in ten years the population of the State would double. If all the manufacturing industry that uses anthracite coal, if every furnace fire and the fires under every boiler lighted by anthracite coal were located in Pennsylvania in order to secure the benefit of cheap fuel, how vast would be the increase of the wealth and population of our own great Commonwealth.

Our object in entering into this alliance with the New York companies was simply this: To announce as the future policy of the company that the price of coal should be lowest at the mines and increase with every mile of distance over which it is carried; that it should be just that much higher in the city of New York than it is in the city of Philadelphia, as is due to the increased distance of the former from the region where the coal is produced. It is so adjusted now that instead of coal being a dollar a ton cheaper in New York, the difference between the price of coal in the port of Philadelphia and in the city of New York is exactly a dollar a ton in favor of Philadelphia; and coal in Boston is exactly so much higher than coal in Philadelphia as is due to the cost of carrying it from Philadelphia to Boston, namely, at present $1 60 per ton. A man desiring to make use of Pennsylvania, and to locate within her borders his manufacturing establishments to smelt the iron found beneath our hills, can locate his works now with absolute confidence that in the whole future the policy of the Reading Railroad Company will be to prevent any man who is at a point further from the mines from getting his coal cheaper than the man who is the nearer. That, I say, he can do with absolute confidence, unless the complaint of our friends, the retail dealers, is to lead to some action on your part, gentlemen, which will prevent our carrying into effect the policy which we have inaugurated.

Now, what is the New York combination of the six companies, or rather five of them, for there is one of them which, although acting with us, may be considered only as an honorary member of our association. The confederacy is simply this: to agree upon a price at which each will sell whatever coal goes to the competitive markets, which includes all coal reaching the Hudson river; all coal which passes from Philadelphia out of the capes of the Delaware, and all coal which leaves Philadelphia and goes through the Delaware and Raritan Canal. The price of such coal is fixed by a committee, meeting monthly. That price varies with the season. It commences low; in truth, it commences at the opening of the season at a rate at which there is no profit in the coal at all; in other words, if the coal had to be sold at that rate throughout the whole season, in many instances it would net a loss to the miner. But the object of making a low price at the start and gradually advancing it during the season, is to secure such an average as will realize a fair price. There is, as you can readily understand, a great disposition on the part of persons purchasing coal to postpone their purchases as late as they can, for the reason that the coal is principally used in the winter, and hence the shorter time that intervenes between the date of purchase and the date of sale, the better it is for the man whose capital is invested in the business. The consequence of this has been that sometimes in the months of June and July we have had no market at all for coal, and have been obliged to stop production—everything has been blocked up—and in the months of September, October and November there has arisen such a demand that we have been utterly unable to supply the amount required, and prices have run up to an exorbitant extent. The result of this state of things was a fluctuation in values, which was ruinous to trade and injurious to the public. Now, however, the price of coal is so arranged that the difference in favor of the man who purchases early in the year is more than the increased interest he has to pay for carrying his product. It is, therefore, to the interest of many to lay in as early as possible; as we approach winter a demand always springs up, and thus we get a regular business throughout the year, which enables the collieries to keep running, enables the men to secure employment, and gives them and will give in the future steady work throughout the year, and prevent ruinous fluctuations in the market price of coal.

But, gentlemen, look at the advantage of this policy to the manufacturer. It makes but little difference to him if he pays twenty-five or thirty, or forty cents more or less for his coal, provided no rival in trade gets an advantage over him. If a furnace man at Phœnixville makes a contract for his coal and pays three dollars and fifty cents a ton for it, he is simply protected by his knowledge of the fact that nobody else can get it any cheaper; but if one furnace man can buy it for three dollars and fifty cents, and after laying in his stock a rival can buy it for two dollars and fifty cents, the difference is one dollar and seventy-five cents in favor of the man who purchased last upon each ton of pig iron made by it. Hence, now every manufacturer is relieved from the fear of any rival having the advantage over him, and he can lay in his coal whenever he pleases.

Just here I desire to call your attention to a negative fact, which is of more importance than any positive one which has appeared. The Reading Railroad Company has a business which is in its character entirely a local business. It has no through trade like the Pennsylvania Railroad, the Baltimore and Ohio, the New York and Erie, and the New York Central, and yet it is a road whose receipts from railroad transportation alone are now, and have been for many years, greater than the entire railroad receipts of the Baltimore and Ohio Railroad, which is one of the great through lines of the country. Almost all of our receipts are derived from local business, from that business which, as classified by other railroad companies, is considered local—as compared with competitive. We are the only company that is confined almost entirely to business originating on our own lines. We are brought in direct contact with the producer at the mines and with the consumer at the end of the line. Throughout the entire course of this investigation, from beginning to end, *not one single producer, not one single manufacturer, not one single consumer of coal* has appeared before you to make a complaint against us. Is there any other corporation in the United States that could show such a record? What! investigate us to see whether we have abused or misused our franchise? Try to take away our charter from us because it is to the injury of the public! And who is the public? Three middlemen, and fourteen retail coal dealers! "The public," of course "very large" and "very respectable." The middlemen are the "respectable" portion, and the fourteen retail coal dealers are the "large" portion of "the public." It reminds me of the three tailors of Tooley street, London, who issued a proclamation commencing "We, the people of Great Britain."

Let me dwell upon this for a moment. Abuse and misuse our franchises! We conduct our business to the injury of the public! Not one single consumer, not a single manufacturer, comes here to say aught against us. The doors are flung open; it is published throughout the length and breadth of the Commonwealth that an investigating committee—an unusual thing—is appointed by the Legislature of Pennsylvania to look into grave charges affecting the Reading Railroad Company. The retail coal dealers and the factors employ counsel. The process of the Commonwealth is placed in their hands. Every man is invited to say something against us. The tale bearer and the eavesdropper and the discharged employee are interviewed for the purpose of seeing if they cannot be induced to say something to blacken our character. And at the end of the investigation and upon such testimony as has been produced, a committee of the Legislature of Pennsylvania is asked to take away our charter, because we have injured the public, and yet not one consumer, not one producer, not one manufacturer has said aught against us; nobody has said a word against us but these three factors and these fourteen retailers—the one class of which is prevented from extorting forty cents a ton upon the coal trade as it passes through their hands, and the other of which or some of their representatives are deprived of the splendid privilege of selling seventeen hundred and thirteen pounds for a ton of coal. They appear as the representatives of the people of the great Commonwealth of Pennsylvania to ask you to take our charter away from us because Mr. Spooner cannot sell seventeen hundred and thirteen pounds for a ton any longer! Why, gentlemen, it is monstrously absurd! True, our friends did subpœna three or four gentlemen in Philadelphia who are interested in the production of coal, but they wished they had not. They had very much better have left them at home, as these three or four gentlemen interested in the production of coal, and factors as well though they were, gave us such a character and testified so certainly to the benefit which our policy had secured for them, rivals though they were, that we could rest this entire case upon their testimony alone, and ask you not only for an acquittal, but ask you for some words which should be words of commendation for the manner in which we have conducted the business of the company, and for the benefits that have resulted from our policy to the two classes which alone deserve your attention, namely, the producer and the consumer.

Now, gentlemen, upon this question of the price of coal, it is not denied that at retail in the city of Philadelphia the price of coal is nearly a dollar a ton less than it has been before for many years. At the mines the price is from twenty to thirty or forty cents more than it was on the average just before we entered into business. I stand here now to say that it is not to the interest of the Commonwealth of Pennsylvania that any great industry within its borders should be conducted at a loss. We are just emerging from a great panic; the prostrated industries of the country are just beginning to lift their heads from the blow they received in September, 1873. It is but three weeks since we discovered for the first time that there was a demand for the cereal productions of this country which has raised the price of wheat fifteen or twenty cents a bushel. Gentlemen, it was like a God-send to the whole country. Twenty cents a bushel added to the value of wheat produced by the farmers of this country has put the price of gold down three or four per cent., and made the paper currency of this country approximate that much nearer to specie. I take it that in this respect there is no difference between coal and wheat. Anything which is either the perennial product of the soil or which is taken out of the soil and exported adds to the wealth of the country that produces it. The vein of coal lying in the ground is that much dead matter. When taken out it represents a dollar and a half expended in the labor market, and its real and intrinsic value is fifty cents per ton in addition, and that fifty cents per ton—produced, as it were, from nothing—passes to the credit of the State of Pennsylvania in the balance sheet of international or inter-State exchanges. If it is to our interest that the farmers who produce our wheat should get a good price for it, why should it not be to our interest that a great industry like the coal trade should be successfully prosecuted? Gentlemen come here and complain of twenty, thirty or forty cents a ton added to the price of coal at the mines. Why, that is just the difference between the bankruptcy and prosperity of the entire coal region. Twenty-five to forty cents a ton added to the price of coal at the mines is just the difference between the prosperity of a great producing region and its absolute bankruptcy. Let the price of coal be ten cents a ton less than it costs to produce it and every industry is stricken down in the coal fields, the man whose capital is invested in the mines fails, the men whom he employs look in vain on pay day for their wages, his employer is sold out by the sheriff, and unless the property brings enough to pay the lien for labor, the employees get nothing. But put up this price twenty-five to fifty cents, make the business prosperous, and you have a prosperous region and a prosperous community.

My friend Mr. Lane the day before yesterday made the most grievous complaint against us. He held us up to the withering scorn of the world, because, he said, that in the panic of 1873, when everything else was broken up and bankrupt, we were not. Why, gentlemen, he gloated over it as if it was a magnificent thing for the industries of Pennsylvania to be bankrupt, as if it was something that ought to occur every year, and as if the intelligence and the ability which had saved a great region from bankruptcy were to be condemned and punished. Is he right? What would have been the condition of Pennsylvania in 1874 if the coal trade had suffered with the bankruptcy of the monetary interest in 1873? The coal trade went on; men received their wages; merchants bought and sold; notes were met and bills were paid; and I do believe that the coal region, notwithstanding the prostration of other industries, was the only region in Pennsylvania that was not seriously affected by the panic. Was it to your interest, was it to the interest of the State, that it should be so affected? Was it to the interest of the State that the forty or fifty thousand men toiling to produce the coal should have had their wages reduced and probably on pay day have a bankrupt employer to call on to pay them? Was it to your interest that they should look for the payment of their wages out of the proceeds of their employer's property after a long course of expensive and exhausting litigation? Or was it to your interest and to the interest of the State you represent that these people should be paid promptly, and that the business should be conducted so as to yield some profit to those engaged in it? True, the prostration of the iron trade affected the coal trade; true, we could not have a market for our entire product, and there were times when we could send no coal, because everything was full; and that was the only loss the industry of the coal region suffered.

Now, gentlemen, if it is to the interest of the Commonwealth that ruinous competition should go on and articles to be produced below their cost, then we ought to follow the example of the pig iron manufacturers. Look through the iron-producing regions of Pennsylvania and you will see from two-thirds to one-half of the furnace stacks out of blast, and in every iron mine along the valley of the Schuylkill you will see laboring men, men of some skill, men able to mine iron ore, working for ninety cents a day, when in the coal region we are paying the lowest class of unskilled labor a dollar and a half, and our skilled miners are earning three dollars per day. Is it to the interest of the Commonwealth that those men should work for ninety cents a day, or is it to its interest that they should receive good wages?

Let me call your attention, gentlemen, to what you are all familiar with and what has occupied a great share in the public attention, and that is the controversy between the Baltimore and Ohio Railroad and the Pennsylvania Railroad within the last two or three months. Was that competition a benefit to the public? We tried it; we tested it. Was it for the interest of the public that two great railroad companies should be fighting each other and carrying produce at less than one-half the cost of the service? Everything was deranged by it. The merchant who had laid in his stock of goods in Chicago based upon the ordinary charges for transportation, found his rival enabled to fill his store, owing to this sudden and excessive competition, at one-third of the rates that he had paid.

If the war between the Baltimore and Ohio Railroad and the Pennsylvania Railroad Companies had continued six weeks longer it would have produced in the stock markets of the country a panic—a panic almost equal to that which followed the suspension of Jay Cooke & Co. Had it continued longer almost every foreign holder of the securities of these companies would have hurried them home upon our markets for sale. Can you conceive of a depression of values resulting from a vast quantity of shares and bonds forced upon your markets day after day and sold at a sacrifice? The time has passed when the legislative power of the State must say that such ruinous competition shall exist as will reduce the price of every article below the cost of its production. The commercial prosperity of a Commonwealth depends upon the amount of money poured into its coffers from the products which pass beyond its borders.

Let me call your attention to another point. If this combination is an unlawful one, then every combination of the same kind is unlawful. The East and West freight lines of the country—the Baltimore and Ohio, the Pennsylvania, the New York and Erie, and the New York Central Railroad Companies—the four great east and west lines—meet by their representatives once a month, or periodically at some fixed time, and have been so meeting for years, for the purpose of doing just exactly what we do in the coal trade—for the purpose of agreeing upon a fixed rate of freights, to which each one shall adhere, for the transportation of products between the East and West. They agree in many cases to a *pro rata* of distribution exactly as we do. We lived under it for years, and it was only when they abandoned this agreement among themselves and entered into the open warfare which has just closed that we had a state of things existing in this country which excited the serious apprehension of every intelligent man.

There are, I may say, fifty trades—I have here a list of some of them—managed exactly as the coal is managed. Every pound of rope that we buy for our vessels or for our mines is bought at a price fixed by a committee representing the rope manufacturers of the United States. Every keg of nails we buy, every paper of tacks we buy, is bought at a price fixed by the representatives of those who make the articles. Screws and wrenches and hinges are bought and sold exactly in the same way. We never buy a boiler flue for our locomotives that is not bought at the trade price fixed by the representatives of the mills that manufacture it. An iron beam for your houses or your bridges is never bought except at a price agreed upon by a combination of those who produce it. With gas pipe it is exactly the same. With fire brick it is exactly the same. Every piece of terra-cotta pipe for drainage, every keg of powder we buy to blast the coal we mine is bought under the same arrangement. Every pane of window glass in this house was bought at a scale of prices established exactly in the same manner. White lead, galvanized sheet iron, hose and belting, and files, and numerous other articles of commerce, are bought and sold at rates determined in the same way. When my friend Mr. Lane was called upon to begin his speech the other day and wanted to delay because his stenographer had not arrived, and I asked Mr. Collins, the stenographer of your committee, if he would not act; he said no; it was against the rules of the committee of stenographers; he could not do it. I said: "Well, Mr. Collins, I will pay anything you ask; I want to get off, and would rather pay you myself than have delay. "Oh!" said he, "prices are established by our combination and I cannot change them." I would just here suggest to you a point of law, that under the new Constitution you cannot pass a special law affecting dealing in coal; and if you strike down all these industries in Pennsylvania, what becomes of the prosperity of the State?

But now let me speak of the coal trade alone. There is hardly one item which enters into the cost of the production of coal that is not paid for by us or bought by us at the price and according to the rules established by a trade's combination that represents it. Every keg of powder that is blown off in the mine is bought in that way. Every piece of rope we use is so bought. Every keg of nails is bought in the same way. Every piece of pipe we use to conduct the water to our mines is bought at the price fixed by a combination. Every wrench and every nut and every screw that we use is bought in the same manner. And when we come to the price of labor, which enters more than anything else into the cost of coal, we are met by a combination, and are often obliged to pay the price established by that combination. But when, driven to the wall ourselves by combinations, we resort to a combination to resist those of others, and ask to be put upon the same category with those from whom we purchase supplies, we are met with an objection which is not made in any other case, and which we should not have met in this instance had it not been for the fact that we interfered with Mr. Spooner's selling seventeen hundred and thirteen pounds for a ton of coal!

But the coal trade is different from any other, and I ask you serious attention to a few suggestions which I shall throw out to you in order to show you why the coal trade must be managed differently from almost any other.

In the first place, the bulk of the product is enormous. We transported the day before yesterday 34,700 tons; yesterday, 37,150 tons; 35,000 tons of coal a day make a train *sixteen miles in length*, and such a train is coming down the road every day. We cannot hold such a product unless people are ready to take it, the bulk is so enormous. A furnace man, if he has capital, can put his furnace in blast, and upon a half acre or even a quarter acre of land, he can hold the product of two or three years. He can pile it up. It does not deteriorate. It represents his capital at all times. Further than that, it is one of the best collateral securities he can have for borrowing money. But we carry in a week over 200,000 tons of coal, and ten days' production of our region will fill every available place in which it is possible to put the coal. Coal at the mines is worth but about two dollars per ton. It cannot stand the cost of much handling. If you can run it on to tresties and dump it by gravity it costs but a few cents to handle, but if you have to resort to expensive machinery for stocking coal, it will cost from twenty to thirty cents a ton to handle it, and the cost of handling and rehandling will take away all the profit.

Coal deteriorates by exposure to the atmosphere. It may last a year, and it may last in some cases only six months. There are some soft coals which will be injured in three or four months, if the weather is very severe. You cannot store coal as you can iron or lead or the product of the loom; and you cannot hold it as you can hold the product of the soil. Therefore, after your storing places are full, there is no other place to hold it except the mines where nature placed it.

In addition to this, there is the risk of capital invested in the trade. You have been in the neighborhood of Pottsville at the shafts of which I spoke yesterday, and you saw what will represent an investment of $1,200,000 when it is completed. A defect in the gauze of a safety lamp in one second may destroy it all; some indiscreet miner going into a dangerous place with an open lamp in his hand, may cause an explosion which involves the destruction of everything. The spark of a passing locomotive may rest upon the frame structure of the breaker and the whole structure may be enveloped in flames. There is hardly any business in which the risk to capital is so great as in the coal trade.

Again, we have faults in the veins; we cannot see them; we do not know when we may meet them. A man may have spent $300,000 or $400,000 in opening a colliery; everything may look prosperous, his improvements may all be of the first class, the veins all in excellent condition, the coal good, and instantly a blast exposes a rock fault, and the labor of years may be lost. There is no other business which is subjected to so many fluctuations as the coal trade.

And now, gentlemen, I approach a subject to which I desire to call your careful attention and which I suppose I must touch as tenderly as such a subject can be touched, and that is the relation which exists between labor and capital. There is no region in the State, perhaps, in which disturbances occur more frequently. There is no evidence on this subject, I grant you; the matter was to some extent ignored in the examination, but it has occupied a large space in the public attention, and you, I apprehend, believe that I would not be doing my duty unless you heard from some or the other of us some statement in regard to these labor troubles.

It will not do to say that these troubles in the coal region result from the inadequacy of the price paid for labor, because I believe without exception the rates paid are the highest in the world. The high rates have had the effect of attracting to the coal region a surplus of labor, more than sufficient to do the work required, and it is the effort of this surplus to receive an employment which it cannot really get that has led to all these disturbances. Do not understand me for one instant as reflecting in any manner upon the laboring class of the community. I say here willingly and gladly that the great majority, I believe ninety-five out of every one hundred of the men employed about the mines in the coal region are decent, orderly, law-abiding, respectable men, but there is among them a class of agitators, a few men trained in the school of the Manchester cotton spinner—men brought here for no other purpose than to create confusion, to undermine confidence and to stir up dissension between the employer and the employed. I yield to no man living in the respect and admiration that I pay to the workingman. Let him who will erect an altar to the genius of labor, and, abject as an Eastern devotee, I worship at its shrine.

"Gathering from the pavement crevice, as a floweret from the soil
The nobility of labor, the long pedigree of toil."

And I ask your attention for a few moments to my advocacy of the rights of labor. I stand here as the champion of the rights of labor—as the advocate of those who desire to work and who have been prevented from doing so. I stand here to array before you a class of two or three men out of every one hundred, who by their machinations and by their agitation have held in absolute idleness and starvation thousands and thousands of men for months. Why, gentlemen, look at what we have gone through with. When people object to a profit of twenty-five or thirty cents upon the ton of coal, I ask them to look at what those who mine the coal have had to submit to in the last six months. I have had printed for your use a statement, from the daily reports coming to me during the strike, of the outrages in the coal region. Here I want to correct an impression that goes out to the public, that these outrages are intended to injure the property of the employer. They are not. We do not believe that they are. These outrages are perpetrated for no other purpose than to intimidate the workingmen themselves, and to prevent them from going to work. I shall not read the list; it is at your service, and you can look over it and see the position we have occupied for months. But let me mention a few of the glaring instances of tyranny and oppression. At a colliery called the Ben Franklin Colliery, the employees of which were perfectly satisfied with their wages—had accepted the reduction early in the season, and were working peacefully and contentedly—the torch of the incendiary was applied to the breaker at night. These men, having families to support, working there contentedly and peacefully, were driven out of employment by a few dangerous men simply for the purpose of preventing them from earning their daily bread. I had some interest in the subject of the amount of their wages, and I asked the owner of the colliery what his miners were actually earning at the time when they were prevented from working by the burning down of the structure in which they were employed, and he told me that the lowest miner on his pay-list earned sixty dollars a month and the highest one hundred and thirty dollars, and yet, although these men were peaceful, lawabiding men, they were driven out of employment by an incendiary fire. At another colliery, within five or six miles of this, a band of twenty or thirty men in the evening, almost in broad day light, went to the breaker, and by force drove the men away and burnt the structure down. It belonged to a poor man. It was a small operation. The savings of his lifetime were probably gone, and his own employees, who had nothing against him and who were perfectly willing to work, were thrown out of employment and probably remain out of employment to this day. It is only six or eight weeks ago that our men signified to us their willingness to go to work; they told us they were tired of the strike and wanted us to start our collieries; and when we did so a band of five hundred or six hundred men appeared and drove them away from their employment, with the exception of those at one colliery. And, let me tell you, out of those five hundred or six hundred men there are not fifty to blame. A little band of ten or twelve men will start through a mining village and will by force compel every man they meet to join them, and against his will many a law-abiding man is forced by the risk of personal danger, to join an attacking party and render himself amenable to the laws of the Commonwealth. There was, as I have said, one colliery at which work was not stopped; and never perhaps in the history of labor was there been such a case as that. We got notice of the threatened attack in time at only one colliery. We placed twenty-five armed men around the mines to protect their brethren who were working. They were armed with navy revolvers, and behind each stood a man with a sixteen-shooting carbine to hand to them when their navy revolvers were exhausted. That little band of determined men stood there for five hours, facing an attacking party of five hundred, and under such protection, men were enabled to continue their work.

"In the sweat of thy face shalt thou eat thy bread" is the primeval curse pronounced upon mankind, and from many an humble cottage throughout the land, by many a lonely bedside, when gaunt starvation looks into the haggard faces of the poor, there rises up night and morning the earnest supplication, "give us this day our daily bread;" but when the father of that starving family and the husband of that emaciated wife goes forth to earn his daily bread he is met by the pistol of the assassin and the torch of the incendiary and driven back to his home to starve.

Gentlemen, we meet next year to celebrate the Centennial anniversary of the Declaration of American Independence. We expect to attract to Philadelphia a concourse of the citizens of the whole world. We shall point with gratified pride to an empire built up under republican forms of government. We shall show them to an asylum where the abject and the humble and the poor from all climes and from all lands have found a refuge. We shall tell them that the shackles have been stricken from the limbs of millions of slaves. And when we glory in this prosperity, and when we boast of all this freedom, let us not forget that almost within the shadow of Independence Hall tens of thousands of citizens are subject to a tyranny and a despotism such as neither Khan nor Caliph ever exercised, and such as in the wildest dream of power never was conceived by Sultan or by Czar.

Why, gentlemen, it is but a few weeks since I received a letter from a miner, a man who had worked in the mines for thirty-six years, the father of a family, and I believe, the owner of a household, a well written letter, a letter such as any employer would be glad to receive from his employee, a letter stating that the writer feared that he and his companions were in the wrong, that they had made a mistake, that they were anxious to return to work, that he, having met me on one or two occasions when a committee of laboring men met one of their employers, was anxious to have my opinion upon the subject. I never volunteered an opinion, I never wrote or urged any laboring man to anything during a strike, but in this case I wrote a letter and endeavored to show my correspondent what I supposed to be the folly of the course which his associates had been pursuing. He acknowledged the receipt of my letter, intimated that he was convinced, and that the men would return to their employment. It became known through the postoffice that this man had received a letter from me. He was charged with that as a heinous offense. He had a great deal of personal independence of character, and he met his accusers face to face, and asked them whether in this country a man had not a right to write a letter to whom he pleased and to receive an answer, and he defied them. The courage with which he met them succeeded for the instant, and he left to go to his home, but when he reached his home at night he found there the anonymous notice: "Leave this country within twenty-four hours or you are a dead man." Now he was powerless—for who can defend his life from the secret assassin! He left—left his family, and remained absent until he hoped the affair would be blown over and until men should return to their senses and he could safely go back to work.

Think of it, gentlemen! Here was a man who desired to work, a man who has no complaint to make against his employer; a man whose object it was to be friendly with his employer; a man whose attainments entitled him to the respect of his employer; a man who had a family and who owned his house, and he is driven out and driven from his house by a tyranny which holds thousands of men in subjection, and which I ask you to do your utmost to destroy.

What avails it to these men that they are ready and willing to work? Of what avail is it to them that we offer them work? Of what avail is it to them that the wages that they could earn would amount to $100 or $120 a month? They cannot work; they dare not work; to attempt to do so is to invoke destruction. A man may go forth in the morning from his own humble home, determined to return at night with the wages of his labor for the support of those who are dearer to him than life itself; if he is armed, vigilant and courageous he may protect himself from open violence by day, but in the silence of the night his home is riddled with bullets, and he is driven out into exile—away from family and away from home—out into the darkness and into the night, a fugitive and a wanderer—with every man's hand against him—and for what? For daring to submit himself to the primal curse of the Almighty and to earn his bread by the sweat of his brow. Far back in early ages, in Roman amphitheaters, Christian martyrs were torn to pieces for daring to worship God; in later times men were condemned to death or doomed to exile for uttering treasonable sentiments about the form of government. There has been prescribed to certain people and to certain races a particular form of dress, and disobedience to the decree was punished by ostracism or by death, and held up to the withering scorn and detestation of succeeding ages have been all forms of human oppression by which

"Man's inhumanity to man
Makes countless thousands mourn."

But it has been reserved for the latter part of the nineteenth century—for a land boasting among all the nations of the world that it is the land of liberty; it has been reserved for the United States of America and the State of Pennsylvania to witness the spectacle of the right of a man to labor for the support of his family denounced as a crime by the decrees of an association which rewards submission by starvation, and which punishes disobedience by a ghastly and horrible death.

Why, but a few weeks ago we were obliged to conduct the business of the railroad company in the mining region under an armed force. Every passenger train that passed over the road was preceded by an engine with an armed posse. The locomotive engineer, ever foremost at his duty and unflinching at the post of danger, standing with his left hand on the throttle valve and his right upon a pistol, as his train passed through dark glades or by deep defiles where almost every tree and every rock concealed an armed assassin thirsting for his life. We were obliged to send men armed to the teeth to protect their fellow men in the right to labor; and this police force had to be lowered and passed down the inclined planes over which you passed and which you saw, where the human freight is suspended by a few threads of wire rope. At a time when a number of these officers were about to go down one of these inclined planes it was found that some cowardly assassin, with an axe, had cut the wire rope in three or four places, not so deeply that the danger should be discovered by the eye, but rather that it should be hidden until the strain was upon it—cut for no other reason than to precipitate to a sudden and terrible death those brave men who were there in obedience to orders, to protect their fellow-laborers in the right to earn their daily bread. By a most fortunate accident the discovery of this outrage was made in time to avert the terrible calamity which would otherwise have been inevitable.

Now let me refer you to the relations of the Reading Railroad Company to those whom it employs. We have nearly twelve thousand railroad employees. We have always maintained in our own shops the old system of indentured apprenticeship; we have never permitted that system to be broken down. Almost all the skilled workmen in our employ, I may say, were educated and trained in our shops. The superintendent of the road was there; the engineer of machinery was one of our indentured apprentices. We have in our employ six hundred and fifty-one people who have been with us over twenty years, and of these one hundred and thirty-eight have been in the employ of the company for more than thirty years. We rarely have any trouble with our railroad employees, except in the coal region; we try to treat them civilly; we try to treat them respectfully; we pay them promptly in cash, and we never speculate upon their wages; we are sorry when a depression in trade compels us to reduce their pay. It is to our interest that they should be well paid. When they grow old and become worn out in the service of the company, we invariably give them a pension to support them in old age. You have seen many of these men; they have appeared before you as witnesses, and have accompanied you on your several visits to the works of the company; you know them; you have seen the relations that exist among them and between the subordinate and superior officers of the company, and those relations of kindness and friendship we are anxious to introduce into the coal region. We desire the miners and laborers of the coal region to stand to the coal and iron company exactly as the employees of the railroad company stand to it. But, gentlemen, the few marplots, the little band of agitators, the men whose business it is to breed mischief and to sow the seeds of dissension, are ever on the alert to prevent any other relation than that of hate and animosity from springing up between employer and employed. When we entered into the business of mining coal almost the first action I took with reference to the labor question was to say to the superintendent of the mines, "I invite a committee from every colliery of one or two workingmen to meet with me in Pottsville; I will go there to meet them; I will agree with them, if they are willing, that if each miner and laborer will contribute a little sum per diem out of his wages, say a half or a quarter of one per cent., that whatever amount is so contributed will be doubled by the company out of its own treasury, so that if the men raise $10,000 per annum the company will put $10,000 more to it and make it $20,000, and the entire sum thus raised shall be placed in the hands of trustees (some of whom can be selected by the men), as a fund out of which any man who is injured by an accident shall be supported until he is well; out of which the funeral expenses of every man who is killed shall be paid, and out of which an income shall be derived by the widow and minor children of every deceased employee of the company." It was one of the best systems that could have been devised for the benefit of these men; but it was instantly met with a storm of abuse and indignation; emissaries were sent out throughout the country by the people, who call themselves "Labor Reformers," to warn the men that it was a dangerous scheme, and that the intention of the company was to do something dark and sinister. The scheme was therefore abandoned, but during the next year or two we saw the misery and the poverty which were the inheritance of those unfortunate families who had been deprived by death of their protectors, and on the first of January of this year we announced as a rule of the company that whenever a man was killed in its service a certain sum should be paid for his funeral expenses, that his widow should receive a fixed sum in money per week for a determined period, or so long as she remained a widow, and that every minor child of the deceased unable to work should receive a fixed sum per week; all of which was to be paid out of the treasury of the company. As this required no co-operation or contribution by the men, the rule went into force and we are acting under it to-day; but the newspaper, which professes to be the advocate of the rights of labor, ridiculed and denounced the offer, and held us up to the scorn and detestation of our workmen because we had dared to attempt such a thing! Why, gentlemen, whenever we approach the men to establish kindly relations between them and ourselves we are met by the interposition of persons who live upon agitation; whose business it is to destroy confidence; who are sent into the region for no other purpose than to create trouble, men whom you well know, whom you see before you at Harrisburg, and who represent themselves as the leaders of the laboring classes and the controllers of the labor vote. Why, gentlemen, their claim is a mockery. They are not leaders of the workingmen. They have over and over again deceived them. Their trade is to sow dissension, and to implant in the bosoms of the men suspicion and distrust of their employers. In this country every field of industry is open to the workingman. A boundless continent is at his back. Every industrious and skillful man can earn in a few years enough money to buy him a farm. He that is to-day the humblest and the meanest may to-morrow be the proudest and the greatest. The children who are to-day born in a hovel may transmit to their posterity the inheritance of a palace. The humblest worker in the coal mine may aspire to fill the first place in the gift of the people.

Here let me call your attention to the peculiar position occupied by a railroad company employing a vast laboring class, that constitutes almost the entire population of a district. All these people living together make the population upon which we depend for our merchandise and passenger traffic. What is the trifling difference saved by us in their wages compared with the profit we derive from the traffic dependent upon their prosperity? It is to our interest that the coal region should be a prosperous one. The individual coal operator, who has a lease for ten or twenty years, may have no ulterior object. He may have no other desire than to make money during the existence of his lease, and retire with a competency when it is terminated; but we have gone into the coal region to stay. We own the lands; we own the railroads. Everything that adds to the wealth and adds to the prosperity and increases the population of the district increases the wealth and augments the prosperity and adds to the profits of the railroad company. Self-interest alone, apart from all other considerations, should induce us, and will induce us, and has induced us to treat these men fairly and liberally. My whole object has been to establish kindly relations with them; it is so much to our interest to do so, apart from any other question of benevolence. But, I say to you, that it is almost impossible on account of the character of the political agitators who appear among them and represent themselves as their leaders. There is, perhaps, no one who can say as truly as I can, in the language of the Psalmist, that "I labor for peace, but when I speak unto them thereof they make them ready for battle." You, gentlemen, sit here to-day as the representatives of the Commonwealth of Pennsylvania. You have heard the clamors of these agitators at your door. You have seen them denouncing against us all the power of the State, which they profess to wield and to be able to control. You see in their papers to-day the most outrageous and infamous abuse of yourselves as a committee, simply because the evidence in this investigation has failed to substantiate the charges against us, and they see but too well that they will not be gratified by witnessing our destruction. Hence, you are denounced from one end of the Commonwealth to the other, and the abuse heaped upon us has been transferred to you. I ask you, gentlemen, to interpose between them and the real workingman—between the agitator and his victim. Which shall have your protection? Which is entitled to your sympathy? Is it he who receives a salary for no other purpose than to create dissension and organize riot—the man who lives off the toiling miners and deprives them of subsistence, or shall it be the honest workingman, anxious to make use of the strength which God has given him and desirous to labor for the support of his family? I am here to-day to present for your consideration a few plain facts and to endeavor by such poor arguments as I have the power to make to warn you against the insidious influences of these self-styled representatives of labor; to ask you, in your capacity of legislators, to protect the real workingman, and to ignore and denounce those who thrust themselves between you and him. Advocates of the Commune and emissaries of the International, the success of their agitation in the State of Pennsylvania must be followed by the overthrow of the very foundations of society. I can do naught but raise my voice in protest against them, but you can do much. Let me beseech you to look well to it; for if you fail in this duty, the time may come when we shall have to defend with weapons other than arguments our firesides and altars.

Let me now draw a picture of what might be accomplished in the anthracite coal region—of what it has been a dream of mine to accomplish. Let me show you how, resulting from the fact that a railroad corporation is the owner of these mines and the employer of these men, the system of co-operation could be brought about in its fullest extent and under its most favorable auspices. The share capital of the Reading Railroad Company is only thirty-five millions of dollars. At rough figures there are six million tons of coal produced in the regions that depending upon us for an outlet. The amount of money paid for the labor of mining this coal, and for the labor of preparing it, transporting it to market and shipping it, is in round numbers two dollars and a half a ton—say a dollar and a half for the mining and preparing, and a dollar for the transportation and shipment. There is, therefore, fifteen million dollars per annum paid out in wages to the class of people who are employed in developing this industry. I speak within bounds, and from my own knowledge of what these men can learn, when I say that nearly twenty per cent. of their wages might be saved if they were economical, as many of them desire to be. Let us suppose, then, that one man might annually purchase one, two, three or four shares of the stock of the company of his employer: that these workingmen, instead of pouring their money into the treasuries of associations which do them no good, but do them positive harm, should gradually become to a great extent owners of stock in the very company that employs them. We would like to see that accomplished; we would like them to become interested with us in the business that results from their labor. As you see yourselves, nearly three million dollars a year could be so invested, and in a very few years the laboring population connected with the coal fields and depending on the transportation of coal would become large owners of the stock of our company. Where in the wide world could there be a more perfect system of co-operation for the benefit of the employer and the employed than that in which the railroad corporation owns the railroad and owns the lands and employs the men to produce the coal and divides the profits of the business among the laboring men whose toil has added to its wealth? I have thought of this often, and hoped at some time or other to bring it about; to see the company actually composed of the men whose labor produced the coal, with no middle interest, with no commissions, but the entire profit represented by the difference between the cost of the production and the price of the product, divided *pro rata* among the very people whose labor and whose skill was required to produce it. But if I were to suggest this to the men, the agitators and demagogues would tell them that my only object was to break up the trades unions. I can see, however, how it could be accomplished; I can see how it could be carried out with great benefit to the laboring class; I can see that it would result in attaching them to us, and in making them share in our prosperity, in making them labor more assiduously than they now do, because over and above the wages they received for a day's work there would be an additional profit which would come to them at the end of the year. Each man, to some extent, therefore, would be interested; it would be to his pecuniary interest to see that there was no waste and no loss. He would feel as if he was working for himself; and such a relation between themselves and ourselves is the one we would like to bring about. That relation I think can be brought about, and can be secured if this class of agitators, of Communists and Internationalists, of whom I have spoken, were either sent to the penitentiary or condemned to make their own living by an honest day's toil instead of passing their time in salaried ease by writing newspaper articles and making speeches in order to prevent their deluded followers from earning their bread.

Gentlemen, another reason why the coal trade ought to be made profitable, is the trouble and expense that results to the owner of coal property from the social condition of the coal region. The property is owned by non-residents; the taxes are levied by people who pay none themselves. You will be amazed when I show to you the enormous extent to which we are overburdened with taxation. In one township in the coal region the township taxes alone are two and six-tenths per cent. of the valuation, and the valuation is very high. In another it is two and a half, in another it is four and eight-tenths per cent. of the valuation; in another it is seven and one-tenth per cent. of the valuation of the property, and in another four and a half per cent., and these levies are only for township purposes and are exclusive of and in addition to State or county taxation. The system of political economy adopted in some of the townships in the coal region is the most successful and the most wonderful that was ever introduced in favor of those who levy the taxes and spend the money. A strike takes place; the men refuse to work, and instantly the directors of the poor levy a tax upon the property of the employer, and distribute the proceeds among the men who are on strike as "out-door relief."

I have here a list of what is expended annually for the repairs of roads. In one township last year the annual cost of repairing country roads was $597 per mile. $597 per annum was spent upon the repair of a single mile of country road! In another it was $353 per mile; in another it was $430 per mile; in another it was $489 per mile; in another $475 per mile; in another $597 per mile; in another $545 per mile, and in another $415 per mile. This was the annual cost last year of repairing a mile of country road. We are subjected to these taxes; we cannot get rid of them. The inhabitants levy their taxes and spend the money, and all we can do is to pay. I tell you, gentlemen, that there is a "ring" formed in the coal townships of Schuylkill, Northumberland and Columbia counties, compared to which the "ring" of Wm. M. Tweed sinks into absolute insignificance. In one township alone, where they were compelled to build a poor house to prevent the outrageous system of so-called out-door relief, the cost of maintaining each pauper was $15 per week, the same price, I suppose, that I would be charged at the United States Hotel, in Atlantic City, for expensive summer boarding and lodging. This sum was spent in money in addition to the value of the produce of the poor house farm. In Conyngham township, Columbia county, in 1873, there was expended on the repairs of sixteen miles of road and in building one mile of new road, $36,344 63, making a cost for the annual repair of roads of about $2,275 per mile. Gentlemen, you have been over the Reading Railroad and have seen the solidity with which it is made and the care with which it is repaired; and when I tell you that the cost of repairing that road, which carries more tonnage per mile than any other road in the world, together with the cost of the new iron that is annually put into it and the cost of the new material, and the labor, and the maintenance, is only $930 per mile of single track, you will see that a mile of country road in Conyngham township costs three times as much. We are subjected to all this taxation. You do not know, gentlemen, under what a grievous burden we have had to bear up. I have told you the annual cost of repairing roads; but that is nothing, for, as the taxes are not sufficient to pay the annual cost, there is an enormous debt run up every year for the surplus. In addition to this annual cost which I have named, the present debts of the townships I have referred to are as follows per mile of existing road. Remember, this is not the aggregate, but this is the debt per mile of road. One of them $53 a mile; another, $35 21; another $185; another $357 14; another $56 00; and the township which expended over $2,700 per mile in repairing has a debt per mile of $3,612. That money is taken from us, and it goes to support a little clique in each township that controls the politics of that township and controls the work of the labor association, without the poor and honest and deluded laboringmen knowing anything about it. We shall come to your doors next winter, probably, clamoring to you for an investigation, and having been investigated ourselves, we shall ask you to direct your arrows against those who are now complaining of us. We will show you a state of facts which you would hardly dream could exist in any civilized country—a system of robbery by taxation, a system where the supervisor employs his own carts on all the public roads; where every man connected with the administration of municipal affairs becomes wealthy, and where we non-resident, innocent, miserable, wretched property owners have to foot the bills and pay all the costs; and then, when we add two or three cents a ton to the cost of coal in order to save ourselves, the very men who are thus plundering the public appear before you at Harrisburg, and represent themselves as the advocates of the down-trodden laboring element, and threaten you with defeat at the polls if you dare do anything in our favor! Why, Tweed is almost an angel compared with these men. If you take the value of property, and the amount of taxation levied, as compared with the real and honest cost of the object to be attained, you will find that in proportion to the amount, these men steal one hundred dollars where Tweed and his confederates took one; and if the same amount of robbery and iniquity were practiced by the United States Government as is practiced in the coal townships, the national debt would hardly pay the interest upon the amount of annual expenditures.

I must now turn to another subject, and as I have an opportunity rarely enjoyed of talking through you to the Legislature of the State of Pennsylvania, I will subject you to a further infliction, and make you, as it were, a vicarious sacrifice for the iniquity of the whole body you represent. I desire to call your attention to the manner in which you gentlemen of the Legislature have been deceived frequently, and to the unfair legislation with which you burden us. In the first place, a year or two ago, you levied a tax of three cents a ton on a ton of coal if it was sold by a corporation, but not if it was sold by an individual; and therefore Mr. Borda in entering into competition with us for the trade in Philadelphia, has three cents a tone advantage over us. If Mr. Borda's customer wants us to sell his coal he ought to have a right to come to us, because, although perhaps we have not the same amount of ability we have a little more capital, and the producer ought to have the right of selecting his own factor. But when he comes to us to sell his coal he has to be taxed for the benefit of the State three cents per ton, and when Mr. Bordia sells it it is not taxed at all. This is hardly fair. I admit that corporation ought to pay a large share of the burden of State taxation, and if the tax could be made so as to bear equally on all inhabitants of the State, it is as good a way as any to collect the annual rates; but to say to an individual who ships one hundred thousand tons of coal a year, "if you go to a corporation to sell your coal and sell it to them we will tax you three cents per ton, but if you go to an individual, we will not," I maintain, is manifestly unjust to the individual, to say nothing about the corporation—for we, as you know, never expect justice.

Again: you have been at the mines and have seen how coal is mined. Let me call your attention to a bill that was passed last year by which it was made the duty of every person employing men at coal mines to weigh the coal and pay his miners by weight. No workingman wanted this. It was introduced, I think, by Mr. Stanton, of Luzerne, who said it was an absolute necessity. Of course, if it had passed in its original shape it would have destroyed the business of the region; but there was an amendment put to it by which it was not to be applicable to those who made a contract with their men to work otherwise. A great many of the coal operators in our region thought it was necessary that such contract should be in writing, and when their men were ready to go to work they presented a paper to them to sign. Workingmen always object to signing papers. They are always suspicious of written contracts. They did not want to be paid by weight; they could not be paid by weight, but they would not sign the paper, and in some cases they stayed out on a strike some days until the matter was explained. But they lost several days' wages. Why should these troubles be thrown in between us and our miners? Most of the coal in Schuylkill county is mined by the yard, and it frequently has to remain in the ground from one to three years after it is mined before it can be taken out, and if this bill was a law the poor workingman could get no wages until at the end of three years his coal could be weighed. It is impossible to weigh it as it is mined. He is paid so much a lineal yard for cutting the coal. When the vein is flat or is at a slight inclination, it is worked by the wagon, and the wagons can be loaded daily, but where the vien has a very steep inclination the man who cuts the coal leaves it in the breast or run. He leaves all the coal in the mine to support him and to stand upon as he works upward, and when he is done with his breast, at the end of three or six months or a year it is taken out, but sometimes the whole coal remains in the ground until the gangways are driven to the end of the line, which may occupy two or three years. It is sometimes two, or three, or four years before it could be weighed, and yet this bill actually passed through one branch of the Legislature without amendment, and would have prevented the miner receiving his pay except at the end of three or four years. I need not refer you to the bill which I now hold in my hand, and which passed one reading in the House, called the Labor Tribune bill, by which all the industrial works of Pennsylvania were to be managed by and to be subject to the control of a Board called a tribune, composed of twelve men, of whom one was to be the Secretary of Internal Affairs, one a coal operator, one a manufacturer, and the other nine laborers employed at such works, and the decision of this tribune upon any question of dispute was to be final, and if it was not obeyed, the disobedient offender was to be imprisoned for seven years!

Senator Herr—That was thrown out of the Senate.

Mr. Gowen—Yes; it was thrown out of the Senate, but the report of it went through the coal region like wildfire; it was believed it would become a law, and the agitators thought their millenium had come at last. Indeed many of the men in the coal fields were led to believe that the resolution passed by the Anti-Monopoly Convention at Harrisburg were acts of the Legislature, and they wanted to know when they were going into effect. This constant and unnecessary agitation and disturbance in the relation of labor and capital—is the cause of all the trouble we have to contend with.

With reference to the question whether what I have mentioned and what has been proved by the other side amounts to a conspiracy, it is enough to say that if it does you should send us to the district attorney. But the case of the Morris Run Coal Company vs. the Barclay Coal Company has been cited. I do not desire to take up your time with it, but I will merely read to you the gist of the case from the syllabus and a quotation from the opinion of the judge to show what kind of a trade association it is that is indictable as a criminal offense:

"A restraint upon trade, to be valid, must be partial, the consideration adequate and not colorable, and the restriction reasonable.

"A good test is whether such restraint is such as only to afford a fair protection to the party in whose favor it is, and not so large as to interfere with the interests of the public.

"The presumption is that restraints on trade are illegal, unless made upon adequate consideration and on circumstances both reasonable and useful."—18 *P. F. Smith*, page 173.

And the opinion of an English judge is quoted as saying: "We do not see how a better test can be applied to the question whether reasonable or not, than by considering whether the restraint is such only as to afford a fair protection as to the interests of the party in favor of whom it is given, and not so large as to interfere with the interests of the public. Whatsoever restraint is larger than the necessary protection of the party can be of no benefit to either; it can only be oppressive, and if oppressive it is in the eye of the law unreasonable, what is injurious to the public interest is void on the ground of public policy."—*Ibid*, p. 185.

I leave this part of the case with you to say whether what we have done is injurious to public policy or injurious to the Commonwealth of Pennsylvania. I call your attention to the fact that we never stopped the production of coal until we were blocked up and had to stop it. The remarks read from the report of the Managers of the railroad company criticising the action of the Workingmen's Benevolent Association for stopping production in order to raise prices are perfectly just and would be applicable to us ourselves if we were guilty of the same offense. But when did we ever stop production; or when shall we ever stop until we are required to do so by the impossibility of handling the product of our mines? You have it in evidence that the combination in New York adopted ten million tons as the amount to come to the competitive market annually, and the largest amount that ever was required in one year was 9,100,000, and in the other 8,400,000. This was not limiting production. We did not bind ourselves in any manner to mine only ten million tons. When we met we assumed that figure for the purpose of making a *pro rata* distribution. That *pro rata* distribution was based on the exact tonnage which each of the companies had averaged in preceding years. We stopped once in the month of January, when we elevated the road coming into Richmond. There was no scarcity of coal then. There is no demand for coal for shipment in the winter. We selected the winter, when there was no shipping business, for the purpose of doing the work. The city of Philadelphia paid a portion of the cost; the company paid the other portion. Instead of having a grade-crossing with eleven tracks, we made the improvement, which you saw, elevating the railroad and depressing the roadway beneath it. We stopped for two or three weeks to do that. We stopped once in a dull season at Port Clinton tunnel; but when we stopped, you have it in evidence that every place was blockaded; Richmond was full; the retail yards were full; the Eastern depots were full; New York was full. We went on loading cars in order not to stop, if it were possible to avoid doing so. We loaded the cars as long as they lasted, until we had twenty-four miles of coal cars loaded with coal standing along the line of the road, and then we stopped; we could not go any further; and simply because we did not stop until we could not go further, and because we loaded these cars in order to give as an outlet for our product as long as possible, our friends turn round and say that we loaded the cars in order to stop. As I said before, the very thing which we do to benefit the public is made use of as evidence against us.

They say that it is a combination to keep up prices. Why, gentlemen, if we had kept up prices you would never have heard of this investigation. If, when the long strike of six months commenced on the first of January last, and when we had three hundred thousand or four hundred thousand tons of coal on hand and the retailers of Philadelphia had probably fifty thousand or one hundred thousand tons among them, we had united with them, and fleeced the public out of two or three dollars a ton profit (which we could easily have gotten, for coal was very scarce), they never would have gone to Harrisburg to ask for this investigation. It was only because we reduced the price of coal fifty cents; it was only because during a time when coal was scarcer than it ever had been before we refused to be tempted to raise the price, that these gentlemen complained against us. They did raise the price, but they tell you that they resisted temptation and only raised it to eight dollars a ton. They only made two dollars and a half when they might have made five. I remember to have heard of a person who claimed that he was a very religious man, and who, in talking to another about the evils of yielding to temptation, said that he always resisted; that on one occasion he had been in a shoemaker's shop and seen a handsome pair of boots hanging there, that nobody was looking, and the temptation was very strong for him to take them, but there was a voice within him which bade him beware, and he did not touch the boots, but only took a pair of shoes. And so our friends the retailers, when they had the opportunity of raising the price of coal to ten dollars a ton in Philadelphia, only raised it to eight dollars, because we sold it at five dollars and eighty cents. Why, gentlemen, if we and the New York companies had not insisted upon keeping down the price of coal you never would have been asked to make this investigation, and the poor people of Philadelphia would have had to keep themselves warm during the past severe winter with coal at ten dollars per ton.

I have now said almost all that I have to say to you. We occupy a very peculiar position in this investigation. An interest known as that of the factors, driven absolutely out of business by sharp competition, comes before you to complain of us as a monopoly that destroys competition. The retail coal dealers, forced to reduce their price of coal by our competition, come before you to complain of us because we prevent competition. The same dealers, many of whom are engaged in selling coal at the rate of one thousand seven hundred and thirteen pounds to the ton, come before you to complain that we give short weight! Out of their mouths these accusers are condemned.

And now, before closing, I ask some little attention to that about which I have not yet spoken, and that is the character of the company that you are asked to strike down, and the benefits that its business confers upon the community.

You are asked to take our charter away because we have become injurious to the Commonwealth of Pennsylvania. Gentlemen, two companies which I represent employ to-day 22,516 persons, all residing within the State of Pennsylvania. We pay them monthly, when we are in full operation, the sum of $988,659 for wages. We have expended in the last five years in the purchase of materials, $27,012,140 26. It is an inflexible rule of the company never to buy a dollar's worth of material from anybody away from the line of the road if it can be bought from those living along its line. The manufacturers in Philadelphia and residing at other places along the line of the road receive our orders to the exclusion of everybody else. We have paid in five years to the State of Pennsylvania as taxes the sum of $2,789,070 30, in addition to United States taxes and to local and municipal taxation. We are working seven hundred and twenty-five miles of railway within the Commonwealth of Pennsylvania, representing one thousand four hundred and fifty miles of single track. We transported last year 6,348,312 tons of coal; we transported 3,498,831 tons of merchandise; we carried 6,134,869 passengers within the State of Pennsylvania safely over the lines of our railroad without injury of any kind to a single one of them. I can speak with some degree of pardonable pride at the end of this investigation of the personal character of the employees of the Reading Railroad Company. Many of them were before you. You saw them in the coal regions; you saw them in Philadelphia; you saw them at the shops of the company. We invariably promote our own employees; we never take a stranger into our employment, if the vacancy can be filled by the promotion of a person already in the service of the company. Some years ago, when the Secretary of the company, who was receiving a salary of $6,000 a year, died; the only person taken into the service was a boy, at a salary of two or three hundred dollars, and there were some fifteen or twenty promotions and every vacancy, except the lowest, was filled by the promotion of a person already in the service of the company. Our employees remain with us almost to the end of their career, and when worn out in our employment we invariably give them a pension. There is not in the pay of the Reading Railroad Company with all its staff of officers and army of employees, to my knowledge or belief, a single man deriving one penny of profit from the prosecution of any business connected with the railroad company, or which depends upon the railroad company for its transaction—not one. Do you ever hear of any person connected with the Reading Railroad Company making an exhibition of wealth, or of fashion, or of folly? Gentlemen, I tell you in all earnestness and sincerity, that I believe the mere fact that a man is an employee of the Reading Railroad Company is of itself sufficient to secure him employment in any other place where the Reading Railroad Company is known. Do you ever see a man connected with the company loaded with diamonds, driving fast horses, or indulging in dissipation, or making an ostentatious display of wealth? Do any of them look like men of that character? I must stand here before you to say something in favor of these men; for if we have been guilty of the charges made against us—if we have been guilty of this meanness whereof we are accused, the hand that turned the false balance and the hand that made the unjust discrimination and the mind that directed it, were those of the men who have appeared before you and who are the representatives of the company. I stand here to-day to defend them from any such accusation and to say that though often tired and wearied with the position I occupy, disgusted with the notoriety attached to it, and yearning for the peaceful and quiet paths of my old profession, I am proud and can never cease to be proud of being at the head of the body of men in the employ of the Philadelphia and Reading Railroad Company.

Why should this company be singled out from among all the corporations of the Commonwealth, and subjected to an inquisitional investigation? Did you ever hear it charged that the hand of an officer of the Readidg Railroad Company was stained by offering a bribe, that any of its officers are tainted with the spotted infamy or covered with the loathsome leprosy of those who betray a public trust? Have you ever heard aught against the personal character or the integrity of those to whom the charge of this property has been committed? Do you believe from what you have seen that these men, these officers, these subordinates, these masters, and clerks, and station agents, and superintendents, whom you have had before you, are the men who would have been guilty of the meanness of the offense with which they are charged? What you may say upon the general questions connected with public policy is for you to determine. You have heard my answer. Whether it has affected your mind, given you any new light, or opened any new view of the future, is for you alone to say. But that you will make a report, charging these gentlemen with being guilty of crime, with being guilty of giving false weights, with being guilty of unjust and dishonorable discriminations, I submit that you cannot find it in your consciences to do. To protest against this is all that I now stand here for. If it had not been for this, I might have suffered under your investigation in silence; but I cannot, I will not—nay, I dare not, remain silent under a charge that affects the integrity of those who look up to me as their leader, and are entitled to my poor services as their defender.

LIST OF OUTRAGES IN SCHUYLKILL AND SHAMOKIN REGIONS.

1874.

December 13.—John Taylor, inside foreman at Richardson's colliery, received a threatening notice to leave. See notice marked "A." George Rose, watchman at Indian Ridge, warned by two strangers not to go down the shaft of the colliery to grease the pumps, as in their opinion it was not his duty, but that of the fireman.

December 28.—Communication marked "I" was received by Mr. J. H. Olhausen, Superintendent Mahanoy and Shamokin branch.

1875.

January.—Three tunnel contractors at Preston No. 2 colliery, John Finnigan, Samuel Davies, William Williams, were notified to cease driving a tunnel, or submit to a fine of $50 each, imposed by the Miners and Laborers' Benevolent Association.

January.—John Lauss, a teamster at Bast colliery, fined $10 per week by the Miners' and Laborers' Benevolent Association for continuing to work after being notified to stop, and upon a refusal to pay the fine he was expelled from the association.

February 14.—About four o'clock in the morning the shaft frame at the West Norwegian shaft was destroyed by fire—the work of an incendiary.

February 21.—A mysterious fire occurred at the East shaft about nine o'clock at night, originating in the fan house, where there was kept a limited quantity of giant powder; there being no fire near at hand at the time no cause can be given for the fire other than that of incendiarism.

February 2[illegible].—Burning of giant powder at the Norwegian shaft; supposed to have been the work of an incendiary.

February 2[illegible].—House burned down by parties unknown, at Richardson colliery.

March 19.—J. Snowerley, watchman at Ellsworth colliery, beaten and his revolver taken from him.

March 19.—Communication marked "III" was received by Mr. Olhausen.

March 20.—Watchman at Minehill Gap colliery beaten and tied with a rope; watch stolen.

March 19 and 20.—All employees of the company in the transportation department who were members of the M. & W. B. Association were suspended from duty and informed that they would not be retained unless they withdrew from that organization.

March 22.—No coal trade moved to-day on laterals on account of men refusing to comply with the company's conditions; shops in coal region also closed for same cause. Passenger and freight trains running as usual.

March 23.—Roadway repair men working between Landingville and Mount Carbon quit work, upon being directed to do so by officers of the M. & W. B. Association.

March 24.—There being no disposition on part of the men to conform to the requirements of the company, others were sent from Reading to run on coal trains and to work Gordon Planes. Accompanying them, for protection, were thirty-five policemen. A few loaded cars were hoisted over planes.

March 25.—Train employees of the Philadelphia and Reading Railroad Company quartered at Ashland were molested by parties of men. These persons endeavored by threats and persuasion to intimidate the men and induce them to leave the service of the company.

March 25.—Telegraph office at Locust Summit destroyed by an incendiary.

March 25.—Thirty-two cars loaded with coal dumped on track at Locust Gap, and six at Excelsior.

March 25.—A train of 100 loaded cars were started down the grade and run off the track on Excelsior branch. Eight of the cars were badly broken in consequence. Damage $300. A few men at Palo Alto renounce the M. and W. B. A.

March 26.—Philadelphia and Reading Railroad Company engine No. 28[illegible] ran off track at Minehill crossing.

March 26.—Unknown parties dumped 29 loaded coal cars on siding at Locust Gap Junction.

March 26.—Six loaded coal cars dumped by unknown parties at Enterprise siding.

March 27.—Train hands on Philadelphia and Reading Railroad Company's train stoned at Locust Gap. A number of men sent from Reading were met on their arrival at Gordon by a party of persons and persuaded not to go to work.

March 28.—Warehouse Philadelphia and Reading Railroad Company at Mount Carmel broken open and three barrels flour, 600 pounds fish, and one barrel butter stolen. Tool house broken open and tools stolen.

March 29.—A large number of persons congregated at and near Locust Gap and stoned the crews of passing coal trains.

March 30.—Switch turned wrong and spiked at Shenandoah Junction; mixed train engine off the track in consequence.

March 31.—Tool house No. 5 broken open and tools stolen. Notice left there addressed to Daniel Yost, boss of section. New men were threatened and left, saying they were afraid to work. Miners' and Laborers' B. A. and Mechanics' and Workingmen's B. A. in joint meeting formed an alliance. See notice marked VI.

March 31.—House car burned and totally destroyed on siding at Excelsior. Loss, $300.

March 31.—A party of men boarded a coal train between Locust Gap and Alaska stations, drove off the engineer and crew, damaged the engine, and blocked the road with stones.

March 31.—Parade of miners and railroad men at Gordon. A large number of miners from Heckscherville on way to Gordon to participate, took possession of coal trains, and on arrival at head of plane, compelled the plane hands to run them down to Gordon. The men employed at the planes were also notified to quit work or abide by the consequences. The strikers stated that after the parade they would go through the shops and compel all the men to quit work, which, no doubt, would have been carried into effect had it not been for an accident which occurred, resulting from the premature discharge of a cannon which the strikers were using to fire a salute, and by which three men were injured, one of them fatally. Track barricaded near Locust Gap with stones and railroad sills, train men stoned and shot at by parties with muskets and other firearms. The mob took possession of engine No. 230, a revolver pointed at the head of the engineer, Hiram Trout, and told to clear out or they would blow his brains out. Engine No. 230 was left in the hands of the mob; three engines following having been warned of the trouble ahead, returned with their trains to Alaska. They were, however, together with train No. 239, subsequently brought safely to Gordon. Damage sustained by engine No. 260 at the hands of the mob was $75. A large and excited mob awaited the arrival of the train men at their boarding house in Ashland, and this, together with the previous occurrences of the day, rendered it necessary to withdraw the men from the region until other arrangements could be made.

March —.—Indian Ridge and Plank Ridge Collieries. Threats made by strange men at two different times to burn breakers of the company if work was not soon started. Governor Hartranft consulted.

April 1.—No movement of coal trade to-day. Company's property guarded by police force. Sheriff Werner, of Schuylkill county, applied to for protection.

April 1.—Threatening notices posted at Colket & Newkirk Collieries. See notice marked B.

April 1.—Repairsmen Thomas Catalow, Henry Felke and Philip Blake, on Preston branch, Mahanoy and Shamokin Railroad, threatened with violence if they did not quit work.

April 2.—Switch lock broken and switch misplaced near Mahanoy City, throwing freight train off track and engine and portion of train down the bank.

April 2.—Engine No. 237, on freight train No. 11, was run over an embankment at Elmwood Colliery, a switch having been misplaced by some unknown person. Damage $110. Sheriff Werner distributed his proclamation through the riotous region. Governor Hartranft also issued his proclamation.

April 2.—A large party of men and boys boarded a freight train at Mahanoy City in defiance of the crew. They were driven off by aid of Sheriff Werner and police force.

April 2.—An attempt was made to burn the office of the Philadelphia and Reading Railroad Company at Tuscarora.

April 2.—John Stephens, a brakeman, living at Mahanoy Plane, shot at and stoned for refusing to unite with the strikers. The Sheriff of Northumberland promised to be at Locust Gap next morning. No movement of the coal trade.

April 3.—Twelve empty coal cars run off the track by unknown persons at Hillside Colliery. Damage, $25.

April 3.—Two freight cars run off the track at Ellangowan Colliery by unknown party. Damage, $2,018.

April 3.—Men were sent from Reading to resume work at Gordon Planes and on coal trains. Two hundred and seventy cars hoisted over Gordon Planes. Hotel keepers in region would not accommodate all the men sent; an extra train was therefore provided to run daily between Reading and Gordon for their accommodation.

April 6.—Tool house at Locust Gap thrown into the creek.

April 6.—A few more men renounce their association at Cressona and report for duty.

April 7.—A piece of iron was found wedged in a frog on main track east of Mahanoy Plane. Discovered in time to prevent damage.

April 7.—A loaded car at Burnside Colliery siding was started down the grade by parties unknown.

April 7.—A pistol notice was fastened to blacksmith shop at Newark Colliery. See notice "C."

April 8.—Attempt made to run loaded cars down the grade at Burnside Colliery.

April 12.—A car started on Heckscher branch, near Shenandoah, running down main line of Shenandoah branch about the time the passenger train from Mahanoy Plane to Shenandoah was due.

April 12.—Switch and two caution boards torn out at Wadesville, Mount Carbon Railroad.

April 12.—A half drift wagon wheel placed between two sills on the track at Horseshoe curve, Minehill railroad.

April 15.—Switch lock broken at Glendower, Minehill Railroad.

April 17.—Block of houses at Bast Colliery burned by parties unknown.

April 18.—Two mules stolen from stable of the West Shenandoah Colliery found the next day near Conner's mines.

April 21.—Men about starting to work in Greenback Colliery deterred by threats and abusive language.

April 19.—Tool house No. 6, above Landingville, was broken into, tools taken out and thrown down the bank, and truck at tool house was disposed of in the same way. William Timmins, Benjamin Gough, Joseph Gough, West Shenandoah Colliery, were intimidated and stopped from working by a party of men, and again, on May 13, were told by them that they would be reported to the M. & L. B. A., and be fined $50.

April 22.—Hose of water columns at Mahanoy Plane, Gordon and Excelsior cut.

April 22.—Two gondola cars, loaded with ties, at Excelsior set on fire.

April 22.—Switch at Enterprise Junction set wrong and rails blocked; obstructions removed before damage resulted.

April 22.—Special policeman Doolan, while in discharge of duty on train, attacked by five men, thrown from the train and severely beaten.

April 23.—Two railroad employees, Frank Backman and Owen Lawrence, having resigned their connection with their union and agreed to go to work, their houses were visited by strikers, shots fired and threatening language used to stop them from working. Rev. Mr. O'Brien, who has pastoral charge at Heckscherville, promises to use his influence to prevent any further interference with our employes as far as his charge extends, and also said that on next Sunday he would fully instruct his people. He seemed to be confident that matters could be arranged satisfactorily, and police force was therefore withdrawn from Minehill Railroad south on following day.

April 28.—House of Christian Calleary, miner, at Bast Colliery, stoned, windows broken and damaged done to furniture.

April 29.—Feight depot at Mount Carmel broken into and provisions stolen.

April 29.—Three pistol notices posted at North Franklin Collieries, where men were working at reduced wages. See "D," "E," "G."

At different times during April the following men, working at the North Franklin Collieries, were subject to abuse, and their houses stoned and furniture damaged by strikers: Peter Hoffman, abusive language used and windows of house broken; Henry Lagerman, windows broken; Henry Lagerman, Sr., abused; Peter Strasser, w ndows broken; David Strasser, windows broken; Henry Rhoads, abused for working; Eliza D. Jones saw and heard parties planning to burn the breaker.

May 1.—Freight car at Locust Gap broken open and flour and feed stolen to the amount of $35.

May 2.—The houses of men at Gordon, who had left the Miners' and Workingmen's Benevolent Association and gone to work, were visited at night by parties, threats made and shots fired.

May 3.—Freight cars started from siding at Mahanoy City by some persons unknown, and run off the track at main road switch.

May 3.—Obstructions placed on track below Girardville.

May 3.—Engine "Gem" was stoned while passing through Girardville at about nine P. M.

May 4.—Ben Franklin Colliery burned; the work of an incendiary.

May 4.—A watchman and two other men at Helfenstein Colliery driven off by an armed party.

May 4.—Watchman at Locust Gap beaten and watch stol n; watch returned.

May 5.—Oil house at Locust Summit, used as a temporary telegraph office, burned.

May 5.—Stable at Locust Spring Colliery robbed of thirty bushels of corn and oats.

May 5.—Heavy wire rope at Gordon Plane No. 1 cut. Loss about $500. Telegraph office at Locust Summit again destroyed by fire. Loss $250.

May 6.—Attempt made to destroy the trestles at Locust Gap by boring holes in the timbers and charging them with dualin. George Kelch and Wenscle, working at Newkirk Colliery, were told that it was a pity they were not both killed, and, if they were not careful, they would be attacked on their way home.

May 7.—At Excelsior Summit, Locust Gap and Garretson's the hose was cut from the water columns and tanks by unknown persons.

May 9.—Breaker of Enterprise Colliery destroyed by fire, supposed to be the work of an incendiary.

May 10.—A mob of about 250 armed men stopped the men who were about to work at Hickory Ridge Colliery, maltreating the mine boss. Some party drove off the workmen at the Lancaster Colliery. An incendiary notice served on a man at a Mount Carmel Colliery. Notice marked "F," Charles Shaffstall, West Brookside Colliery, threatened and abused with bad language at Tower City for working.

May 11.—Assistant foreman Henry Lloyd, at Beechwood Colliery, badly beaten by strange men.

May 13.—Stones, logs, &c., placed on track between Mahanoy City and St. Nicholas.

May 14.—Michael Laffy, a workman at Beechwood Colliery, fired at on his return home from work.

May 18.—John Veith, district superintendent at Locust Gap, house stoned and window broken.

May 19.—Signal tower at Mahanoy Plane, east of Bear Ridge Colliery No. 2, burned at four o'clock A. M.

May 19.—Ticket and telegraph office at Excelsior Station burned at about two A. M.

No date.—George Woert worked at East Franklin Colliery, but was so abused by being called blackleg and other names, that he was obliged to stop work and move his family to Tremont.

May 20.—A party of about twenty strikers attacked men working at Newkirk Colliery. Two of the workmen wounded.

May 25.—Carpenter shop at Palo Alto broken into, and a lot of tools to the value of $35 stolen. Railroad iron and sills were placed upon the track at two points between Excelsior and Shamokin, by some unknown person, supposed with the intention of throwing passenger train from the track. The obstructions were removed by the engine attached to passenger train, without damage.

June 2.—Obstructions were placed upon track on Shanandoah branch by some persons unknown, with the intention of throwing passenger train from the track. The obstructions were discovered and removed before arrival of the train.

June 3.—Engine "Gem," conveying Mr. J. H. Olhausen, Superintendent, was fired at when near Mahanoy City by some persons unknown. No injury sustained.

June 3.—In the morning about seven o'clock, a large body of men, estimated to be from 500 to 1,000 in number, from Hazleton and vicinity, made their appearance in the neighborhood of Mahanoy City, and stopped the men working at North Mahanoy, Primrose, Jones, Ward & Oliver's, Beaver Run and Hartford collieries. About twelve o'clock a mob of men from Shenandoah and other localities in this region, numbering about 1,200, marched through Mahanoy City. Their first act was to demand the release from the lockup of a man who had been arrested in the morning by the Chief Burgess; this they effected by paying the fine. At two o'clock several hundred of the mob gathered at the colliery worked by King, Tyler & Co., and compelled their men to quit work. Sheriff Werner ordered the rioters to disperse, and was reading the riot act when he and his posse were fired upon by the rioters. Two policemen of the Mahanoy City force were slightly wounded. After this attack the mob marched to St. Nicholas Colliery and dispersed. Governor Hartranft having been called upon, ordered companies of troops to Mahanoy City and Shenandoah to protect lives and property. On the morning of the same day (June 3), a large body of men gathered about the West Shenandoah Colliery, threatening to stop the men working there, but were prevented from making an attack by the force of armed police under Joseph Heisler. An attempt was made to throw the night passenger train to Shenandoah from the track by obstructing the road with stones, but the attempt was discovered in time to prevent an accident. A party of about thirty men, toward evening, while still daylight, went to the colliery worked by William Schwenck, near Mount Carmel, and deliberately fired the breaker, standing around until it was consumed. The colliery had worked since June 1 at reduced wages.

June 4.—Just before daylight a body of men fired upon the police guarding the Centennial Colliery, near Shenandoah, but their fire being returned with effect, they dispersed without further attempt. A party of men left St. Clair in the morning, going in the direction of New Castle, stopped the men working for Joseph Denning, screening coal banks, and also the men working at Ellsworth Colliery. In the afternoon a party visited Minehill Gap and Beechwood Collieries, but did nothing aggressive.

June 8.—Some of the men going to work at the Locust Run Colliery were driven back by a mob. The same day the party molested the platform men at Locust Run Colliery and drove two miners home.

June 9.—One of the workmen at Eagle Hill Colliery attacked by two discharged men.

June 12.—About half past three o'clock P. M. Robert Gilgore and James O'Leary, contractors at the Oakdale Colliery, left the mines to return to Forestville, their residence. As they were crossing the mountain lying between Oakdale and Forestville, they were fired upon from the bushes by three men armed with shot guns. O'Leary was shot in the arm in three places; Gilgore received a great number of shot in his arms, hands and lower limbs. The persons who made the attack were unknown to Gilgore and O'Leary.

June 28.—About five o'clock in the morning William Thomas was attacked in the stable of the Shoemaker Colliery, near Mahanoy City, by seven strange men, firing at him several times, striking him in three places, in the neck, leg and about the front of the body. During the firing a horse was killed and a mule was shot in the leg. Thomas' injuries were not dangerous. John Blair, engineer, and Thomas Chapman, stable boss, were in the stable at the time.

July 4.—At the Centralia Colliery the night engineer of pumping engine was fired upon by two men from door of engine house, but was not injured. The two former engineers, James McBrearty and Patrick Devine, had struck against a reduction of wages, and the man fired at had taken one of their places.

July 6.—About 2½ o'clock in the morning Police Officer Frank Yost, of the Tamaqua police, was shot by two men in Tamaqua. He lived until about ten o'clock that morning. Officer McCaron, who was standing across the street, fired at the men, but hit neither of them. At the time Yost was shot he was on a ladder, at a lamp post, turning off the gas. The night was very dark.

July 15.—Another attempt was made to assassinate William Thomas. He had just got into a passenger car at the Lehigh Valley Railroad depot, at Mahanoy City, for the purpose of going home to Shoemaker's Colliery, when he noticed several rough-looking men watching him. Immediately surmising their object he started to go out of the car, the train just leaving the depot, and, as he jumped from the car, a shot was fired at him from the platform, but without effect. This party was also strangers.

"A."

Mr. John Taylor:—Please leave Glen Carbon or if you don't you will suffer; by order of the B. S. H. We will give you one week to go but if you are alive on next Saturday you will die: Remember and leave. (No signature.)

"B."

Now men i have warented ye before and i willnt warind you no more—but i will gwriutee yo the will be the report of the revolver.

REVOLVER.

"C."

REVOLVER.

COFFIN.

Notice is here given to you men the first and the last Notice that you will get for no man to go Down this slope After to Night if yo Do you Can Bring your Coffin Along With you for by the internal Crist We mean What this Notice says you Drift man stop at home and Cut no more Coal let him go and get Coal himself I Dont mean Engineer or firemans let them mine their owe Work now men the Next Notice you Will get I Dont mean to do it With my Pen I Will Do it With that there Rolver I Don't Want no more Black legs at this Collary. (No signature.)

"D."

Tomas REVOLVER. Kram Smith REVOLVER.

COFFIN.

Tis is your hous.

Notice you have Carried this as far as you can. By cheating thy men you three Bosses Be Carefull if the Above dont Be your home in A short time

REVOLVER. From a Stranger he nowes you

"E."

Take notice Aneny Black Leg that will Take Any Eunnion man Plac will have A hard Road to travel you will Rot in this shape

COFFIN.

if you wish to Escape this home Cart no Coal.

By a stranger.

"F."

If Thomas Martin Dont Stop we will burn down his Breaker. (No signature.)

"G."

NOTICE.

Any blackleg that takes a Union Mans job while He is standing for His Rights will have a hard Road to travel and if He dont he will have to suffer the consequences

COFFIN.

Beecher and Tilton.

"H."

NOTICE.

Any man Starting to Work on the rail road now going to begin under the basis will have to Stand the consequences. So black legs to notice.

REVOLVER.

M. M. N.

REVOLVER.

Black Legs Take Notice—
that you are in danger of your Life by working in the mines without the consent of the union men of Swatara Branch 14 Dis
at Middle Crick mines.

I.

Frackville, Dec. 28, 1874.

J. H. OLHAUSEN,
Supt.

Dear Sir:
At a special meeting of Branch No. 3 of the M. W. B. Ass. Members of the Branch comprising the whole working force of the Road Plane and Level, that they have decided to quit work at 6 P. M. New Year eve for to attend their first Annual Ball. Hoping that you will arrange accordingly with this committee who will present you with this copy

I remain Yours truly,
W. E. PAYNE, Prest.
CHAS. HARTSOG, Sect'y.

II.

GORDON, February 9, 1875.

The employees of gordon members of the M. W. B. A. of gordon do petition officers of the M. H. M. S. divission to grant us the privilege of going to work at 7 o'clock A. M. but no later than seven but are willing to go to work before seven if the officeers want us to do so 2nd that when engine or crew goes out at 7 o'clock A. M. and comes in at 6 o'clock P. M. that they receive a day for it the same as they get on other parts of the divission 3nd when an engine with a regular crew is sent to work on another part of this divission the crew belongs to said engine to go along with her for it has been a practice when an Engine was wanted at Shamokin and other parts of the divission the engine was sont and the regular crew of said engine had to lay off the employees at gordon do ask as a favor the officers of this divission to have those matters settled we remain
Respectfully your Committe.
P. H. Nolan T. J. Smith
C. A. Miller C. S. Wilson

III.

Mob Plane Mar 19 1875
J. H. Olhausen Supt

The following resolution were passed by branch No. 3, of M. & W. B. Ass. That all Branches of Industry cease work to-morrow morning Sat. Mar 20 | 75 and will not work until such members as were discharged are reinstated

By order of the Branch
Chas Hartsog
Secty

IV.

(Notice found posted at Locust Summit, Mar. 31, 1875.)

NOTICE

Mr Black-legs if you don't leave in 2 days time you meet your doom their will Bee an open war imeateatly

V.

Notice found in yard of D. Pachen, engineer, Cressona.)

from the gap Daniel Patch
remember you will be running in this coal ragion at night you took an nother mans engine we will give you fair warning in time and some more. V. L. M. M. H. S. T.

REVOLVER.

COFFIN.

VI.

we hear notify you to leave th Road for you took a nother man chop take a warning to Save your life

to Yost

SPECIAL NOTICES.

Many Who Are Suffering

from the effects of the warm weather and are debilitated, are advised by physicians to take moderate amounts of whisky two or three times during the day. In a little while those who adopt this advice frequently increase the number of "drinks," and in time become confirmed inebriates. A beverage which will not create thirst for intoxicating liquors, and which is intended especially for the benefit of debilitated persons, whether at home or abroad, is Dr. Schenck's Sea Weed Tonic. Containing the juices of many medicinal herbs, this preparation does not create an appetite for the intoxicating cup. The nourishing and the life-supporting properties of many valuable natural productions contained in it and well known to medical men have a most strengthening influence. A single bottle of the tonic will demonstrate its valuable qualities. For debility arising from sickness, over exertion or from any cause whatever, a wineglassful of Sea Weed Tonic taken after meals will strengthen the stomach and create an appetite for wholesome food. To all who are about leaving their homes, we desire to say that the excellent effects of Dr. Schenck's seasonable remedies, Sea Weed Tonic and Mandrake Pills, are particularly evident when taken by those who are injuriously affected by a change of water and diet. No person should leave home without taking a supply of these safeguards along. For sale by all druggists.

Oldest Ins. Co. in America.
ASSETS, $4,686,812 96.
Ins. Co. of North America
OF PHILADELPHIA.
Losses adjusted and paid by
WILLIAM L. JONES, 84 Fourth Ave.

Pittsburgh Bank for Savings,
NO. 61 FOURTH AVENUE, PITTSBURGH.
Assets January 1, 1873 - $778,251 56.
CHARTERED IN 1862.

Open daily from 9 to 4 o'clock, and on SATURDAY EVENINGS, from May 1st to November 1st, 7 to 9 o'clock, and from November 1st to May 1st, 6 to 8 o'clock. Interest paid at the rate of Six Per Cent, computed from the 1st and 15th of each month, and if not withdrawn compounds semi-annually, in January and July. Book of By-Laws, &c., furnished at the office.

BOARD OF MANAGERS.
GEO. A. BERRY, President.
JOHN SCOTT, JAS. PARK, JR., Vice Presidents.
D. E. McKINLEY, Secretary and Treasurer.
A. Bradley, J. L. Graham, A. S. Bell, Wm. K. Nimick, John S. Dilworth, F. Rahm, G. Follansbee, Joshua Rhodes, S. H. Hartman, Robert C. Schmertz, Christopher Zug.
John H. Bailey, Solicitor.

NATIONAL INSURANCE CO.,
43 South Diamond St., Allegheny City.
W. W. MARTIN.......President.
JAMES E. STEVENSON.......Secretary.

CITY MATTERS.

FOR eighty-five cents per month the DAILY COMMERCIAL will be mailed daily to travelers or to subscribers who are temporarily absent from Pittsburgh. The address of the paper will be changed as often as is desired.

Local Observations.

OFFICE OF THE OBSERVER, U. S. SIG. SERV., Room 23, First National Bank,
PITTSBURGH, PA., August 5, 1875.

Time.	Bar.	Th'r.	Hum	Wind. Dir.	Wind. Force.	Weath.
7 A. M.	29.981	63	94	....	Calm.	Cloudy.
2 P. M.	29.893	82	34	W.	Fresh.	Fair.
9 P. M.	29.839	73	59	S.	Fresh.	Clear.

Mean barometer...29.838 | Highest thermom....83
Mean thermometer..73 | Lowest thermom....60
Rainfall..........01

Chautauqua Lake.

The Allegheny Valley Railroad Company offers another chance for a cheap excursion to Chautauqua Lake, having reduced the fare for the round trip to five dollars, during the National Sunday School Assembly at Fair Point. This is as cheap as the "cheekest" excursionist could ask. Tickets will be good till the 17th inst.

Drowned Near Chicago.

Intelligence was received here yesterday that Edward Breaden, a young man about thirty years of age, and formerly an engineer on the Baltimore and Ohio Railroad, was drowned near Chicago, on Tuesday last. His friends reside in Ohio near the Pennsylvania line. Mr. Breaden was out fishing with a party, and the drowning was accidental.

West End Savings Bank.

The stockholders of the West End Savings Bank (Temperanceville) have elected the following Board of Directors for the ensuing year: Wm. H. Singer, A. C. Wettengel, John Carlin, Thos. P. Hershberger, R. S. Hemiup, J. F. Minick, Walter Ferguson, John A. Wood, David Robinson, J. N. Boggs, Geo. B. Johnson, A. B. Young, Joseph Lemer.

Summer Diseases and Their Cure.

There seems to be an unusual amount of sickness at present, arising, probably, from the injudicious use of unripe fruit and vegetables. Such attacks at this season of the year are always more or less dangerous, and should receive prompt attention. Harris' Summer Cordial and Cramp Cure are highly recommended by those who have tested them, and it is claimed that they can always be relied upon. No family should be without a supply of them.

The Late Dog Fight.

At four o'clock yesterday afternoon quite a number of persons gathered at the office of Alderman Anderson to hear the case of Samuel French, charged on oath of Superintendent Street, of the Humane Society, with keeping a dog for fighting, &c. The majority of those in attendance were friends of the defendant. Willis Powers, Esq., appeared on behalf of the Society, and William Reardon, Esq., for the defense. A continuance of the case was asked for by the prosecution, but objected to by Mr. Reardon unless cause could be shown. The Constable in whose hands the subpœna for witnesses had been placed was then sworn, whereupon he testified that he was unable to find two of them and a third, Johnny Walls, was lying sick. The case was then continued until Tuesday afternoon.

THIS morning at ten o'clock the committee on examination of the candidates for the West Point cadetship will meet again at the Central Board of Education rooms, and examination in arithmetic, geography, spelling, writing, &c., be held.

Another Small Run of Coal.

The following boats have and will take their departure for the ports designated, during the next twenty-four hours. The run is not a large one, but still it is about all that was ready.

CINCINNATI.

Towboats.	Bar'es, &c.	Bus'ls.
Jos. A. Stone	10	125,000
Whale	12	125,000
Joseph Walton	10	100,000
Bengal Tiger	8 & 4 f b	110,000
Nellie Walton	8	90,000
Total	52	550,000

LOUISVILLE.

Towboats.	Coal-boats.	Barges &c.	Bush'ls
Hornet No. 2	7	11	160,000
Sam Black	10		225,000
Fred Wilson	6	4	150,000
Tom Rees	5	2	135,000
Nellie Speer	6	3 & 7 f b	150,000
Grand Lake	7	2	180,000
Tiger	4	4	100,000
John Penny	3	6	140,000
Sampson		10	120,000
Total	43	36	1,360,000

DIED:

McCRORY—At the residence of her brother-in-law, M. Breen, No. 17 Gibbon street, Thursday morning, at 8 o'clock, KATE, daughter of the late John and Isabella McCrory, in the twenty-second year of her age.

Funeral To-MORROW (Saturday) MORNING, at 9 o'clock. Friends of the family are respectfully invited to attend.

Valuable Stocks at Action.

This Friday evening, August 6th, 1875, at Thos. F. Stewart's salesrooms, corner Fifth avenue and Wood street:

10 shares Fourth National Bank.
42 shares Citizens' National Bank.
100 shares Iron City Insurance Co.
25 shares Shoe and Leather Bank.
25 shares Smithfield National Bank.
20 shares Braddock's Trust Co.
100 shares Pleasant Valley Railway.
10 shares United States Bank.
40 shares Citizens' Insurance Co.
24 shares Pittsburgh Coal and Mining Co.
75 shares Ben. Franklin Insurance Co.
20 shares South Side Savings Bank.
THOMAS F. STEWART,
Auctioneer.

E. F. Kunkel's Bitter Wine of Iron.

This truly valuable tonic has been so thoroughly tested by all classes of the community that it is now deemed indispensable as a Tonic medicine. It costs but little, purifies the blood and gives tone to the stomach, renovates the system and prolongs life. Everybody should have it.

For the cure of Weak Stomachs, General Debility, Indigestion, Diseases of the Stomach, and for all cases requiring a tonic.

This wine includes the most agreeable and efficient Salt of Iron we possess—Citrate of Magnetic Oxide, combined with the most energetic of vegetable tonics—Yellow Peruvian Bark.

Do you want something to strengthen you?
Do you want a good appetite?
Do you want to get rid of nervousness?
Do you want energy?
Do you want to sleep well?
Do you want to build up your constitution?
Do you want to feel well?
Do you want a brisk and vigorous feeling?
If you do try KUNKEL'S BITTER WINE OF IRON.

I only ask a trial of this valuable tonic!

Beware of counterfeits, as Kunkel's Bitter Wine of Iron is the only sure and effectual remedy in the known world for the permanent cure of Dyspepsia and Debility, and as there are a number of imitations offered to the public, I would caution the community to purchase none but the genuine article, manufactured by E. F. Kunkel, and having his stamp on the cork of every bottle. The very fact that others are attemp ting to imitate this valuable remedy, proves its worth and speaks volumes in its favor. Get the genuine.

Sold only in $1 bottles. Sold by druggists and dealers everywhere.

259 TAPE WORM REMOVED ALIVE 259

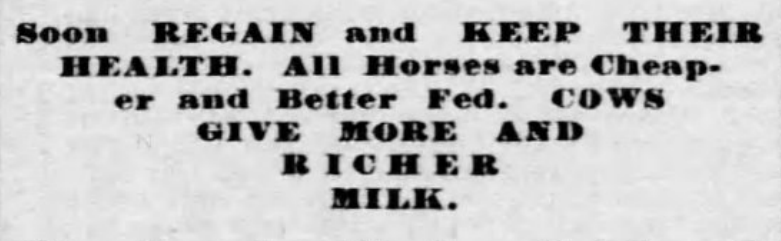
Head and all complete in two hours. No fee till head passes. Seat, Pin and Stomach worms removed by Dr. KUNKEL, 259 North Ninth st. Send for circular, or ask your druggist for a bottle of KUNKEL'S WORM SYRUP. It never fails. Price $1. MWF&*

LIVINGSTON & CO.,
Manufacturers of LIGHT Grey Iron
Castings,
Plain, Japanned, Bronzed, Coppered or Galvanized.
Light Work our Specialty.
Office and Works near Outer Depot, ALLEGHENY CITY. Postoffice address, Lock Box 302 Pittsburgh, Pa. MWF

WM. C. BYERS,
Druggist,
Cor. Penn Ave. and Sixth St.,

Offers at the lowest figures a large and well selected stock of DRUGS, CHEMICALS, PATENT MEDICINES, PERFUMERY, TOILET SOAPS, BRUSHES, SPONGES, FANCY and TOILET ARTICLES generally.

An examination of our stock will convince you that we have the largest and best assortment of TOILET ARTICLES in the city, and that we have them marked down within the reach of all, and to suit the times. No trouble to show goods.



HORSES OUT OF CONDITION
Soon REGAIN and KEEP THEIR HEALTH. All Horses are Cheaper and Better Fed. COWS GIVE MORE AND RICHER MILK.
Gordon's Spiced Food
FOR HORSES AND CATTLE.
COST ONLY TWO CENTS PER FEED.
DEPOT,
29 SMITHFIELD ST., PITTSBURGH.
C. M. HARMER, General Agent.
MYLER BROS., 53 Federal St.,
SOLE AGENTS FOR ALLEGHENY CITY.
MTuWThF*

COLORS!
DRY AND IN OIL,
AT COST!

Having decided to discontinue the Sale of COLORS AND PAINTERS' MATERIALS, we offer our present stock at cost. The Stock is now full and complete, and we would be pleased to give quotations by mail or personally.

PENNSYLVANIA LEAD CO.,
Formerly Fahnestock, Haslett & Schwartz,
137 FIRST AVENUE.

BEN FRANKLIN INSURANCE Co.
OF ALLEGHENY, PENNA.
INCORPORATED A. D. 1866.
Office, Nos. 41 and 43 Ohio Street.
HENRY IRWIN.......President,
GEORGE D. RIDDLE.......Secretary.
4p

GLASS SHADES,
FOR WAX WORK AND ORNAMENTS.
J. P. SMITH, SON & CO.,
Near Sixth street. 189 LIBERTY ST.

CURE OF DEAFNESS.

CARD

FROM MR. W. B. BATTELLE,

Correspondence Clerk of McKillop & Co.'s Commercial Agency.

PITTSBURGH, PA., July 9, 1875.

Previous to consulting Dr. J. A. Hunter, on the 25th of last June, I had been growing deaf in both ears for about two years, and it had progressed to such an extent that it interfered seriously with my business, and I *could not hear a watch tick without pressing it upon the ears.*

I am pleased to be able to testify that Dr. Hunter has restored the hearing perfectly in one ear, and materially improved it in the other in the short space of six weeks. I believe him to be a skillful ear surgeon, and recommend all persons afflicted with deafness, or other diseases of the ear, to go to him and try his system of treatment.

W. B. BATTELLE,

Corresponding Clerk McKillop & Co.'s Commercial Agency, No. 99 (new number) Fifth avenue, in *Daily Dispatch* Building.

NOTE—Dr. Hunter devotes special attention to Deafness and all diseases of the Head, Throat and Lungs.

OFFICE NO. 178 FOURTH AVENUE.

FINANCE AND TRADE.

THURSDAY EVENING, August 5, 1875.

The questions involved in the management of the national finance and the policy of the Government in regard to the resumption of specie payments are assuming a prominence that cannot be ignored. The doctrine of the Republican party as expressed in the resolutions adopted at Lancaster, we believe find a hearty response in the opinions of the majority of our business men, while the doctrine of the Democracy, expressed in the Ohio platform, interpreted by Senator Thurman to mean inflation or expansion, just as you wish, as the distinguished Senator says, certainly does not represent the opinions of many engaged in mercantile or banking pursuits.

Inflation of the irredeemable paper of the Government followed to its legitimate and logical consequences can lead only to disaster, and contraction, as advocated by such journals as the *Financier*, would result in equally unfortunate results. The restoration of the legal tender notes does not necessarily involve either contraction or expansion of the circulating medium, although the process will be accelerated by the present policy of substituting national bank notes for legal tenders in the proportion of 100 per cent. of the former for 80 per cent. of the latter.

The views of the New York *Bulletin* are as near right as any we have seen presented by the professedly financial journals of the country. It declares that it is not in favor of the "hard money" doctrine, as it is commonly understood, viz., the substitution of coin for greenbacks; but regards such a substitution as a needless waste of wealth, and a gratuitous increase of the burdens of taxation, and an operation impossible of achievement.

It does favor the placing of our paper currency upon a basis which will at all times give it a purchasing value equal to that of gold. It would have the greenback currency retained at its present volume and with its legal tender quality; because, first, there is no evidence that it is redundant; and second, because it cannot be contracted without deranging the whole framework of trade and finance. But it would have the greenbacks made convertible into gold at the earliest possible day, thereby making not only the legal tenders worth their face in gold, but also the bank note circulation which is payable in greenbacks.

The *Bulletin* says it would also have the banks, both State and national, free to issue circulating notes without any other limitation than such as may arise naturally from the present requirements as to the deposit of bonds for securing the note holders, which would provide all the circulation the country may require; and, to prevent any redundancy of circulation, it would have the existing arrangements for redeeming bank notes continued until better can be agreed upon.

And as bank credits constitute the moving power of commerce in a many fold greater degree than the retail currencies whose supposed bearing on prices is the matter of so much blind controversy, the *Bulletin* has always favored the removal of all artificial reserve restrictions upon the loaning power of the banks, leaving that matter to the discretion of the individual bank, which is best able to judge of its own peculiar requirements.

—The following are given as the rates of interest at the leading foreign money centers, July 17:

Paris	4 @3½
Amsterdam	3½
Hamburg	4
Berlin	5 @4
Frankfort	4
Vienna and Trieste	4½
Madrid, Cadiz and Barcelona	6 @8
Lisbon and Oporto	4 @3½
St. Petersburg	4½@5
Brussels	3
Turin, Florence and Rome	5 @4½
Bremen	3½@3¾
Leipzig	5 @4½
Genoa	5 @4½
Geneva	3½@3¾
Calcutta	7½
Copenhagen	6 @5½

—The following are the nominal quotations representing the price in gold for other coin. Mexican dollars, of both old and new stamp, are quoted at the same rates:

Trade dollars	95 @ 96
American silver, large	94½@95½
American silver, small	90 @ 95
Mexican dollars	95 @ 96
English silver	480 @ 485
Five francs	92 @ 95
Thalers	70 @ 71
English sovereigns	486 @ 489
Twenty francs	388 @ 393
Spanish doubloons	15.70@16.10
Mexican doubloons	15.55@15.70
Mexican peso	19.45@19.65

Fine silver bars $1 21@1 22 per ounce.
Fine gold bars ⅛@¼ per cent. premium.

OFFICE OF TRASK & STONE,
BANKERS AND BROKERS, NO. 7 NEW STREET.
NEW YORK, August 3, 1875.

To the Editor of the Pittsburgh Commercial:

The stock market to-day has been absolutely without any special feature. Stocks have generally been firm throughout the day, although there were some noticeable sales to realize after the one o'clock call.

We hear that our largest operator and two of his brokers are about making up a party to visit the seaside and other resorts, and we look for considerable dullness and inactivity for the next two or three weeks in consequence.

Pacific Mail has been firm at about 40, and it is noteworthy that "the street" has been favored with the advice to buy this stock, and the information that it is going higher has been carefully promulgrated among our brokers offices. In the absence of an official statement of this company's condition, we are prompted to regard these rumors with suspicion, and think they may have been set afloat for the purpose of making a market for the stock.

Erie has been dull but firm and from the character of the recent dealings in it, there would seem some truth in the report that a new movement in it was imminent.

Chicago and Northwestern common is strong d looks like advancing, in fact it is rumored that our leading magnate has loaned the "clique" in this stock sufficient funds to carry its quotation higher. We merely give the rumor for what it is worth.

Yours truly TRASK & STONE.

—The following table shows the prices of gold, Government bonds, railway stocks, etc., at the various sessions of the New York Stock Exchange during the day. Furnished by the Fifth National Bank, No. 16 Sixth street:

August 5, 1875.	10:30 A. M	11:30 A. M	12:30 P. M	1:30 P. M	2:30 P. M	3:00 P. M
Gold	113	113	113⅛	113⅛	113¼	113⅜
U. S. 6's, 1881, coup	121	....	....	....	121	....
5-20's, 1864	115½	....	....	....	115¾	....
5-20's, 1865	119	....	....	....	119	....
5-20's, 1865, new	119	....	....	....	118⅞	....
5-20's, 1867, registered	120⅜	....	....	....	120¼	....
5-20's, 1867	120¼	....	....	....	120⅜	....
5-20's, 1868	120¼	....	....	....	120¼	....
10-40's	114¼	....	....	....	114¼	....
10-40's, coupons	117½	....	....	....	117½	....
Currency 6's	122¼	....	....	....	122¼	....
New 5 per cents	115½	....	....	....	115¾	....
Western Union Tel	82¾	82⅝	82¾	....	82¾	83⅜
Quicksilver	....	....	....	14½	....	....
Pacific Mail	39⅛	39⅜	39⅛	39⅛	....	39⅛
Panama	....	....	....	....	....	....
Adams Express	....	101	....	101¼	....	....
Wells-Fargo Express	....	78	....	81	....	....
American Express	....	57½	....	....	....	....
United States Exp's	....	42½	....	....	....	....
N. Y. Central	....	....	....	103½	....	104
Erie	....	14½	14½	14½	....	14½
Michigan Central	....	....	....	63¼	....	....
Michigan Southern	61¼	....	60¾	60⅝	60½	60⅞
Illinois Central	....	....	....	95	....	....
Cleveland & Pitts	....	92	....	91½	....	....
Chicago & Northw'n	41¾	....	41⅝	41⅜	41¼	41¾
Do. preferred	....	55¼	....	55	....	55
Rock Island	....	105	....	105½	....	105⅝
St. Paul common	36⅛	....	....	36⅛	....	....
Do. preferred	59¼	59⅛	59¼	59	....	59¼
Wabash common	5½	....	....	5¾	....	5½
Ohio & Mississippi	19⅜	....	19¼	....	19¼	19⅜
Union Pacific	....	....	72¾	72¾	....	....
Harlem	....	....	....	134	134½	....
Hannibal and St. Joe	....	23	....	23	....	23
Atlantic & Pacific Tel	....	....	....	....	18½	....
Do. preferred	....	....	14	....	....	....
C., C. & I. C	....	3¾	....	4	....	4
Missouri 6's	....	....	....	....	101⅜	....

—The following is a report of the prices of leading stocks on the Philadelphia Stock Board, as received by wire at noon to-day:

	Bid.	Asked.
Pennsylvania Central, sales	50⅝	....
Reading, sales	55¼	....
United Cos. of N. J	130¾	131¼
Oil Creek, sales	9⅝	....
Lehigh Valley, sales	62⅛	....
Allegheny Valley	....	92½
Central Transportation	46¾	47
P. C. & St. L., m. b	75	....

[By Associated Press.]

Gold Closed at 113⅜.

GOLD.

NEW YORK, August 5.—Gold strong, opening at 113 and closing at 113⅜. Borrowing rates, 2, 3 and 1-64 per cent.; loans also made flat.

STOCKS AND BONDS.

Government bonds strong. Railroad bonds firm, especially for Northwestern consolidated, which advanced to 88¾. State bonds quiet. Stocks dull but firm, without any remarkable features. Rock Island was the strongest stock, advancing to 106 and closing at 105¾. Transactions 52,000 shares, of which 8 000 were Pacific Mail, 5,000 Western Union, 5,000 Rock Island, 18,000 New York Central and 4,000 Ohio and Mississippi.

The following were the closing quotations:

STOCKS.

W. U. Tel. Co	82⅝	Do preferred	59¼
Pacific Mail	39⅛	Toledo & Wabash	5½
Adams Express	101¼	Do preferred	5¾
Wells-Fargo Ex	80	Fort Wayne	98¼
U. S. Express	57	Terre Haute	7
New York Central	104	Do preferred	22
Erie	14½	Chicago & Alton	104
Do preferred	21	Do preferred	108½
Harlem	134¼	Ohio & Mississippi	19¾
Do preferred	25	C. C. & I. C.	4
Michigan Central	63¾	Burlington & Q	15¼
Lake Shore	60⅝	Hannibal & St. Joe	23

Cleveland & Pitts	96	Delaware & Lack	120
Northwestern	41⅝	Atlantic & Pac. Tel	18½
Do preferred	55	Union Pac. stock	72⅝
N. J. Central	109¼	Central Pac. bonds	101⅜
Rock Island	105⅝	Union Pac. bonds	101⅝
St. Paul	36½		

GOVERNMENTS.

U. S. Coupons, 1881	121	5-20's, 1868	120¼
5-20's, 1864	115⅝	New 5's	115¼
5-20's, 1865	119	10-40's	114¼
5-20's, 1865, new	118⅞	10-40's, coupons	117⅛
5-20's, 1867	120¼	Currency 6's	122¼

STATE BONDS.

Missouri 6's	101¼	Virginia, new	37
Tennessee, old	50	Virginia, old	37½
Tennessee, new	49½		

GENERAL MARKETS.

OFFICE OF THE PITTSBURGH COMMERCIAL,
THURSDAY, August 5, 1875.

The condition of mercantile affairs, among wholesale and commission houses to-day, was not materially altered from that reported yesterday. The bright weather and hopes that the devastating rains had ceased infused a more cheerful feeling into all circles and in some departments a moderately active trade was experienced. As a whole however, the movement of merchandise was limited and a rather dull day was reported. The advices from the rural districts continues to improve, and the excitement on that score is subsiding, although there is still an active and feverish market for breadstuffs both here and at others trade centers. It is generally believed that present values, which are not above the average for the past six years are not likely to fall off materially. Wheat was still quoted here at $1 45 for red winter. The Chicago market was not so excited as on the previous two days, and fluctuations were much less marked. It fell off about 3c from yesterday's closing quotations and subsequently advanced about 1c. Corn was steady here, although easier in Chicago, and about 1c lower; the market here is kept firm by a short supply. Oats were firm, with an advance reported from the West. The market for flour continues very strong, and all round lots are taken at firm prices. The jobbing trade is also very firm at strong values. Hay was in light supply and firmly held up to the recent advance. Mill feed was scarce and firm at unchanged quotations.

The dealings in country produce were generally active at unchanged prices. Butter continues firm, with the supply of extra creamery rolls insufficient for the demand; choice grades are firm at 22@25c, while medium and common are dull. Cheese was also scarce and in demand at 11@12c for Ohio factory. Eggs were dull at 15c. Potatoes were doing a moderate business, while fresh fruits and vegetables were in liberal supply and active.

The wholesale grocers report a moderate business for the day at steady values. The weakness in sugars reported yesterday was succeeded by a firmer feeling to-day in sympathy with Eastern reports. Quotations were generally at 10⅛c for extra Cs, with occasional transactions at 10½c. Other standard groceries remained firm. Tobaccos show increased firmness owing to reports of damage to the Kentucky tobacco crops. Fish continues very firm with prices for new mackerel, tending very strongly upward. Scaling prices here by New York quotations would cause an advance of about $2 50 per barrel on new No. 2s and 3s.

The petroleum market opened quiet, with crude about 1½c below the closing prices of the previous days. The loss was made up, however, in the morning, and with a quiet market, prices were held steady at the previous quotations. Conduit at wells ruled at 8⅝@8¾c; United 85c; immediate shipment $1 10@1 12½. Refined was quiet and rather nominal at firmer prices here, while New York delivery was quoted down to 10⅛c for late August, with advance of ⅛c on prompt and early deliveries. The dissolution of the rates of the Columbia Conduit Company and the Baltimore and Ohio Railroad combination led some refiners to hope that a reduction of that rate would be made. The feeling of the combination is most favorable to Pittsburgh, and we hope that soon the refiners here will be able to utilize to the utmost their position.

Provisions are active and firm. Prices were not quotably changed from former prices, but continued firm with an active demand. The dealers make some complaint of the difficulty of collections, and making of bad debts, which, of course, results in uncomfortable reductions of profits.

In dry goods, boots and shoes, hides and leather, notions and millinery goods, and cognate lines of wholesale trade, there was a limited business. It was hoped that the more favorable weather would bring out buyers, and would eventually result in an increased demand on country account. To-day, however, trade was confined to a jobbing business of a limited and unimportant character.

Hardware was moderately active at steady values. We note a revision of the prices of heavy and wagon hardware which we cannot give in full. The demand for merchant bar iron and nails was unchanged in important respects, prices being steady at 2.25@2.30c for bar iron, and $3 00@3 10 per keg for nails. Manufactured copper was moderately active. Tin plate is weak with a reduction in values of about 75c, and the tendency still downward. We give the revised list as follows:

IC, 10x14, charcoal	$11 00
IX, 10x14, charcoal	13 50
IC, 12x12, charcoal	11 50
IX, 12x12, charcoal	14 00
IC, 14x20, charcoal	11 50
IX, 14x20, charcoal	14 00
DC, 12½x17, charcoal	10 50
DX, 12½x17, charcoal	13 00
IC, 14x20, leaded	10 00
IX, 14x20, leaded	12 00
IC, 14x20, leaded	21 00
IX, 20x28, leaded	26 00
IC, 10x14, best coke	9 00

In drugs and chemicals there was a slight revision of prices, succeeding the close of the month, but no important changes in values were noted. Natrona chemicals were unchanged, except chloride of calcium, which was reduced to 2½c per lb. White lead paints, &c., were steady and unchanged. The volume of business in these lines has been moderate, but generally satisfactory, all things taken into consideration.

In general merchandise there was no feature of particular importance. The advance in flour causes a firmer feeling in the wholesale rates of crackers, and manufacturers are contemplating a general advance of the entire list ½@¾c. On outside orders an advance on the list prices of ½c is now charged. Oils showed considerable activity at easy figures. Brooms and broom corn were in good demand, with a rather excited tone to prices, and a strong upward tendency. Hops are easy in expectation of a heavy crop, but a little more firmness was shown on learning that there was likely to be a sharp demand from the Continent for the surplus of this country. Quotations are unchanged at 35@40c for prime to choice 1874s.

The receipts of the leading articles of produce since our last, are as follows:

Flour, bbls	1,115	Apples, bbls	113
Cheese, bxs	37	Wheat, bus	3,240
Oats, bus	1,653	Butter, pkgs	28
Bacon, tcs	176	Potatoes, bus	228

Owing to a pressure upon our columns this morning, we are compelled to omit extended quotations for this issue.

MARKETS BY TELEGRAPH.

PRODUCE.

Chicago.

CHICAGO, August 5, 1875.

FLOUR—Quiet but firm.

GRAIN—Wheat closed a shade higher; No. 1 spring $1 32 spot; No. 2 do $1 26½ spot; $1 25¾ seller August; $1 22½@1 24 seller the year; No. 3 $1 18½@1 19; rejected $1 07@1 07½. Corn dull; No. 2, 71@72c spot or seller August; 73½@73¾ seller September; 60c seller the year; rejected 68½@69c. Oats dull; No. 2, 60c spot; 46½c bid seller August; 41c bid seller September. Barley active; No. 2 spring has sold at $1 19½; closed at $1 17 seller September; $1 15 seller all the year. Rye active and firm; No. 2, 85c.

PROVISIONS—Pork dull and lower at $21 50 spot; $20 50@20 35 seller September; $20 50@20 60 seller the year. Lard—Demand fair and market firm at 13½c spot; 13.45c seller August; 13.60@13.65c seller September. Bulkmeats dull and unchanged.

LATEST.—On Call Board this afternoon wheat was active and higher; $1 27 August; $1 26¼ September. Corn firm and unchanged; Oats firm. Pork unchanged. Lard 13½c cash; 13.70c September.

New York.

NEW YORK, August 5.—Flour steady and fairly active; receipts 14,000 barrels; superfine Western and State $5 15@5 75; common to good $6 00@6 40; good to choice $6 45@6 85; white wheat extra $6 85@7 30; extra Ohio $6 00@7 25; St. Louis $6 45@8 50. Rye flour unchanged. Cornmeal quiet at $4 10@4 60. Wheat lower, closing active and firm at the decline; No. 2 Chicago spring $1 35@1 36½; amber Western $1 58; No. 2 Milwaukee $1 40@1 41. Rye steady at 95c. Barley quiet. Malt steady. Oats active but easier at the close; receipts 43,000 bushels; Western mixed 62@64c; white Western 64@70c. Corn active; receipts 94,000 bushels; Western mixed, steamer, 86½c; do sail 85@87c. Hay firm at 75c. Coffee quiet at 17⅛@20c. Sugar firm; fair to good refining 8⅛@8⅜c; prime 8½c. Molasses firm. Rice quiet. Petroleum firm; crude 5⅛@5¼, refined 11½@11¾c. Rosin firm at $1 70@1 75. Turpentine firm at 31½@32c. Eggs firm; Western 18½@19½c. Pork lower at $20 50. Beef unchanged. Cutmeats dull. Middles quiet; long clear city 12⅛c. Lard closed lower; old prime steam 14c, new to arrive 13½c. Butter and cheese unchanged. Whisky a shade lower at $1 20½@1 21.

Baltimore.

BALTIMORE, August 5.—Flour very strong. Western extra $5 50@5 75. Wheat quiet; Western amber $1 55; mixed $1 50; No. 2 Western red $1 53. Corn dull; Western mixed 86c. Oats firm; white Western 64@65c; mixed 62@63c. Rye quiet at 90@95c. Provisions strong; pork $22 00@22 25; bulkmeat—Shoulders 9¼c; clear rib 12⅝@12¾c loose; 9⅝@12⅝c packed; bacon shoulders 10¼@10½c; clear rib 13⅝@13¾c; hams 14½@14¾c. Butter unchanged. Whisky firmer at $1 23.

Toledo.

TOLEDO, August 5.—Flour firm and unchanged. Wheat—Demand active and prices advanced, closing quiet; No. 1 white Michigan $1 56; amber $1 55; No. 2 $1 48; seller August $1 55; seller September $1 53¾. Corn steady and in fair demand; high mixed 77½c; seller August 78c; seller September 80c; no grade 75½c; damaged 66c. Oats active closing steady; No. 2 63c; seller August 52c; seller September 48½c.

Cincinnati.

CINCINNATI, August 5.—Cotton quiet at 14½c. Flour active; family $7 65@7 85. Wheat quiet; red $1 60@1 70. Corn active at 75½@77c. Oats quiet at 72@78c. Rye quiet and firm at $1 00@1 05. Pork—Sales of country at $21 50; city held at $22 00. Lard quiet; steam 13⅞@13⅞c. Bulkmeats quiet at 8⅛, 8½@12@12¼c. Bacon quiet and unchanged. Whisky—Demand fair and market firm.

Louisville.

LOUISVILLE, August 5.—Cotton dull at 14½c. Flour quiet and unchanged. Wheat active at $1 40@1 50. Corn quiet at 82@85c. Oats steady at 72@78c. Rye—Old nominal; new 85c. Pork $21 50@22 00. Bulkmeats 9@12⅞@12½c, loose. Bacon 9⅝@13⅞@13⅝c, packed. Hams 13½c. Lard 14½@14¾c. Whisky $1 23.

Milwaukee.

MILWAUKEE, August 5.—Flour quiet but steady; extra spring $5 75. Wheat firm and active; No. 1 Milwaukee $1 35; No. 2 $1 30. Oats quiet and firm at 54@55c. Corn steady and in moderate demand at 72½@73c. Rye quiet but firm; No. 1 75c. Barley dull and prices are nominal.

Nashville.

NASHVILLE, August 5.—Cotton dull and lower at 12½@12¾c. Flour firmer and unchanged. Wheat active at $1 25@1 45. Corn quiet at 85c. Oats firmer at 75c. Lard 14¾c. Bulkmeats quiet at 9½@12½@13c. Bacon active at 10@13½@14c. Sugar cured hams 15½c, all packed. Whisky active at $1 22.

Boston.

BOSTON, August 5.—Flour held at very full prices; Western superfine $5 00@5 50; common extras $6 00@6 50; white wheat Ohio, Indiana and Michigan $7 00@8 00; Illinois $7 00@9 00; St. Louis $7 00@9 50; fancy Minnesota $9 00@9 50. Corn active at 90@92c. Oats firm and tending upward; mixed and white 71@78c.

St. Louis.

ST. LOUIS, August 5.—Cotton quiet and unchanged. Flour held above buyers' views and little done. Wheat firmer at $1 70. Corn higher; No. 2 73@75c. Oats active at 66@65c. Rye active at 85c. Pork firmer at $22 50. Lard $11 00; summer 12½c.

Memphis.

MEMPHIS, August 5.—Cotton firm at 14⅝c. Flour—Demand good at full prices; superfine $6 50; fancy $8 25. Corn quiet at 82@85c. Oats quiet and unchanged. Provisions dull but unchanged.

New Orleans.

NEW ORLEANS, August 5.—Brans firm at $1 15. Hay advanced $2 00 per ton; new sold on its merit at $30 00; old prime $31 00. Cornmeal firmer at $3 90. Gthers unchanged.

Detroit.

DETROIT, August 5.—Flour excited and higher at $7 50@7 75. Wheat active; extra $1 57½; old $1 49; No. 1 white Michigan new $1 49. Corn quiet; No. 2 79c. Oats quiet and firm; No. 1 61c.

Indianapolis.

INDIANAPOLIS, August 5.—Flour $7 00@8 50. Wheat—Red $1 55; amber $1 50@1 55; white $1 60@1 65. Corn—Ear 70c; shelled 73c. Oats 58@60c.

LIVE STOCK MARKETS.

Central Stock Yards, East Liberty.

OFFICE OF THE PITTSBURGH COMMERCIAL,
THURSDAY, August 5, 1875.

SHEEP.

In our report of the live stock market yesterday we quoted 90 to 100 lbs sheep at $5 25@5 50. Late in the evening of Wednesday J. F. Sadler & Co., who are at all times on the alert to send out a correct list of prices, sent in a note requesting us to "change the quotations on 90 to 100 lbs sheep to $5 50@5 75." But the note did not reach us in time to make the desired correction. In this connection we may remark that we have before us the circulars of Messrs. Holmes, Lafferty, Glass & Co. and Hedges, Huff & Co., dated Thursday, August 5, the former of which quotes 90 to 100 lbs sheep at $5 25@5 50, and the latter at $5 25@5 75. To-day there are a number of loads of sheep unsold, with a decline on common grades. Good fat sheep are in fair demand and command full prices, while half fattened are dull sale. We quote:

Extra, 95 to 100 lbs	$5 35@5 60
Good, 85 to 90 lbs	5 00@5 25
Fair, 75 to 80 lbs	4 50@4 75
Common, 70 to 75 lbs	3 50@4 00
Lambs	3 00@4 50
Stock ewes	2 50@3 00

CATTLE.

The supply of cattle is reported fair to-day with an active market at last week's prices. Following are the ruling quotations:

Extra, 1,400 to 1,500 lbs	$6 75@7 00
Prime, 1,200 to 1,300 lbs	6 25@6 50
Good, 1,100 to 1,200 lbs	5 75@6 00
Fair, 1,000 to 1,100 lbs	5 25@5 50
Common, 900 to 1,000 lbs	4 25@4 50
Bulls, stags and cows	2 50@3 50

HOGS.

The supply and demand are about equal, and a fair market has ruled all week for the different grades of hogs, Yorkers to-day bringing $8 00@8 10 and Philadelphias $8 30@8 50. We quote:

Philadelphias	$8 30@8 50
Light Yorkers	8 00@8 10
Heavy Yorkers	7 80@8 00
Roughs and inferior	6 00@6 50

[By Associated Press.]

New York.

NEW YORK, August 5.—Beeves—Receipts 625 head, making 2,350 head for three days, against 3,460 head for the same time last week. Not enough cattle for the urgent needs of the trade and all quickly sold at an advance from Monday equal to ½c; ordinary Texans $9 50@10 00; good to good native steers $10 00@13 00; prime do $13 25@13 50. Receipts of sheep and lambs 3,000 head, making 7,320 head for three days, against 11,040 head for the same time last week. Demand decidedly better; market ruled active and firm at $4 50@5 50 for sheep; $6 50@8 50 for lambs. Swine—Receipts 1,660 head, making 8,870 head for three days, against 7,050 head for the same time last week. None offered alive; dressed steady at $10 12½@10 62½.

Chicago.

CHICAGO, August 5.—Cattle—Receipts 2,500 head. Market moderately active and prices firmer, with full prices for shipping at $4 50@6 00; natives $2 75@4 00; Texans $2 50@3 80; choice steers sold at $6 25. Shipments 2,200 head.

Hogs—Receipts 9,000 head. Market active and prices 5@10c higher; common to good heavy $7 50@7 75; light $7 75@7 90; extra Baltimores and Philadelphias $7 90@8 00; shippers $6 75@7 25. Shipments 3,800 head.

Sheep—Receipts 700 head. Good demand at full prices; poor to choice $3 00@4 75; extra sold at $5 25.

DRY GOODS.

New York.

NEW YORK, August 5.—The package trade was fair in some departments. Dark madder and chocolate prints were in better request and some liberal sales were made by agents. Mallory pink prints 8½c. Ginghams improving and dress goods more active. Cotton goods more slowly except catton flannels and cheviots which are in good demand. Fancy cassimeres and jeans are quiet.

RIVER TELEGRAMS.

OFFICE OF THE OBSERVER,
UNITED STATES SIGNAL SERVICE,
PITTSBURGH, PA., Aug. 5, 1875.

The following is the daily report of the stage of water, with changes in the twenty-four hours ending 3 P. M.:

STATIONS.	ABOVE L'W W'R Ft.	In.	CHANGE —OR + Ft.	In.	DIRECTION OF WIND.	STATE OF WEATHER
Cairo	44	9	+0	4	S.	Threat'g.
Cincinnati	54	6	+2	4	S.	Cloudy.
Davenport	2	1			S. W.	Fair.
Dubuque	3	3			W.	Cloudy.
Evansville	39	8	+1	0	S.	Cloudy.
Fort Sully	9	9			N. W.	Cloudy.
Keokuk	4	4	—0	2	S. W.	Fair.
La Crosse*	4	0			W.	Cloudy.
Leavenw'th	11	7	—0	2	W.	Cloudy.
Louisville	26	2	+2	0	S. E.	Cloudy.
Marietta	31	11	—2	3	S. W.	Fair.
Memphis	33	0	+0	8	S. W.	Fair.
Nashville	13	0	+0	6	S.	Fair.
Omaha	8	3	—0	7	N. W.	Clear.
Paducah	35	9	+6	6	S. W.	Fair.
Pittsburgh	12	8	—6	1	W.	Fair.
Shreveport	12	4	+0	4	W.	Fair.
St. Louis	27	11	—1	0	S.	Clear.
St. Paul	2	11	+0	1	N. W.	Cloudy.
Vicksburg	39	2			N.	Threat'g.

*Below bench mark.

Greensboro.

Special Dispatch to the Commercial.
GREENSBORO, PA., August 5, 1875.
River 12 feet and falling. Weather clear.

Morgantown.

Special Dispatch to the Commercial.
MORGANTOWN, W. VA., August 5, 1875.
River 6 feet and falling. Weather clear; thermometer 79.

Brownsville.

Special Dispatch to the Commercial.
BROWNSVILLE, PA., August 5, 1875.
River falling slowly, with 13 feet in the channel. Weather clear; thermometer 71 at 7 P. M.

Steubenville.

Special Dispatch to the Commercial.
STEUBENVILLE, O., August 5, 1875.
River falling fast, with 20 feet 4 inches in the channel. Weather cloudy and warm. Departed—Forest City, Wheeling. Passed up—Boaz, Storm, Oakland with T. Rees No. 2 in tow, L. W. Morgan, Stella, Ella, John Hanna, John Dippold, Selama Clark and Veteran No. 2.

Wheeling.

Special Dispatch to the Commercial.
WHEELING, W. VA., August 5, 1875.
River falling, with 24 feet in the channel. Departed—Mallie Ragon, Parkersburg. Weather clear and warm.

Wellsville.

Special Dispatch to the Commercial.
WELLSVILLE, O., August 5, 1875.
River 18 feet and falling. Passed up—Ashland, Hope, Storm, Boaz, Oakland with the Tom Rees No. 2 in tow, Wm. Stone, Ella, L. W. Morgan, Stella, Sam Clark, Monitor, John Dippold and John Hanna. Weather warm and clear.

CINCINNATI, August 5.—River 54 feet 1 inch and rising half an inch per hour. It is expected that the highest point will be reached before noon to-morrow. Weather fair. Arrived—Andes, Wheeling.

VICKSBURG, August 5.—Up—Capitol City. No boats down. Weather cool with light rains. River stationary.

ST. LOUIS, August 5.—Arrived—Belle La Crosse, Hastings; Rob Roy, Keokuk; Belle of Memphis, Memphis. Departed—Rob Roy, Keokuk; Julia, Vicksburg. River fallen one foot and has declined 27 inches since it began to recede. Weather cloudy and warm.

NASHVILLE, August 5.—River rising again; 11 feet 8 inches on shoals. Weather fair and pleasant.

EVANSVILLE, August 5.—Weather partly cloudy; rain this morning; clearing up to-night; mercury 70 to 84. River rising slowly; 39 7-10 feet on gauge. Down—Bowling Green, Morning Star and Van Buskirk. Up—Arkansas Belle, Dick Johnson and Geo. Roberts. Business very light.

CAIRO, August 5.—Arrived—Grand Tower, St. Louis. Departed—Alice Brown, Ohio river; Grand Tower, Memphis. River 44 feet 11 inches on gauge at 7 P. M.; risen 5 inches in the last twenty-four hours. Weather fair; mercury 82.

MEMPHIS, August 5.—River rose 2 inches. Heavy rain this morning; cloudy and cool this evening. Arrived—Illinois, Vicksburg. Departed—Blue Lodge, New Orleans; City of Helena, Vicksburg; Chester, St. Louis.

LOUISVILLE, August 5.—River rising; 26 feet in canal and 24 feet in Indian Chute. Arrived—Fawn, Cincinnati; James D. Parker, Memphis; Utah, St. Louis; Acorn, Pittsburgh. Departed—James D. Parker, Cincinnati; Fawn, Evansville; Utah, Pittsburgh; Wild Duck, St. Louis; Acorn, St. Paul.

RIVER NEWS.

ARRIVALS AND DEPARTURES.

Arrived.

Granite State.........Kerr.........Portsmouth.

Departed.

Fearless.........Bickerstaff.........St. Louis.

MONONGAHELA—12 feet 3 inches and falling.

Boats Advertised to Leave.

Brownsville and Geneva.......8 A. M. and 4 P. M.
Portsmouth....Granite State.....Kerr, 3 P. M.
Cincinnati....Exchange.......Shuman, 4 P. M.
St. Louis.....John L. Rhoads...Vandergrift, 4 P. M.

THE marks last evening indicated twelve feet three inches and falling fast. The weather during the day was pleasant. We had no rain.

THE coal fleet will take its departure this day.

THE Fearless and barges left last night with one of the largest trips of the season.

THE Brownsville packets will be found on hand to-day and will leave as usual. This will be good news to the inhabitants of the valley. The hours of departure are 8 A. M. and 4 P. M.

THE splendid passenger steamer Exchange, Captain Samuel Shuman, is announced to leave for Cincinnati and way ports. This boat is noted for speed, accommodations and attentive officers.

THE far famed packet Granite State, Captain Kerr, will take her departure this day at 3 P. M. for Wheeling, Marietta, Parkersburg, Ironton and Cincinnati. This boat has superior accommodations and is in charge of careful and attentive officers.

THE splendid packet John L. Rhoads, Captain James M. Vandergrift, is announced for Louisville, Evansville, Cairo and St. Louis. This boat has unsurpassed accommodations and is in charge of careful and attentive officers. The clerks are Messrs. Fisher and Greenlee.

THE new and handsome steamer Rosa Miller, Captain John Woodburn, is receiving for Evansville, Cairo, Memphis and all points on Arkansas river. The present is a fine opportunity to send freight through without reshipping. We want the Rosa to have a full trip. Captain Woodburn deserves it. Our clever friend T. J. Darragh will be found in the office.

JAMES COLLINS, ESQ., senior member of the firm of Collins & Halliday, engine builders and machinists, corner of Car street and Broadway, St. Louis, who has been spending a few days in our city, left for home yesterday. The above firm has the reputation of building excellent engines, and probably build more of them than any firm west of Cincinnati. Their works are extensive and are under the personal management of Mr. Collins, who is a thorough practical mechanic.

Portsmouth.

PER STEAMER GRANITE STATE: D Roush, 1 tool chest; Demmler Bros, 12 tin safes, Wm McCully, 7 emt hhds; N Whiting, 21 pkgs furniture; Fairman & H, 26 pkgs wag stuff; Loomis & Collard, 80 tons iron, 1 bbl sand; J W Porter, 50 tons iron; Mrs Hurd, 7 pkgs h goods; C Warneastle, 162 oil bbls; B D Moore, 75 oil bbls; G Herzog & Co, 7 sks potatoes; S S Marion, 54 emt boxes; E Poerstel & Co, 3 pkgs cigars; Arnold Roch, 5 bxs bottles; A D McKee, 1 bale goods; Hill, West & Co, 657 bdls paper; Mills & Co, 200 earthen pipe; S J Brant, 359 green hides, 2 bdls tails.

DRY GOODS.

William Semple,
165, 167 and 169
FEDERAL STREET, ALLEGHENY.
WEDNESDAY, AUG. 4.

We have just received and have now on exhibition a very fine line of newest shades of
Colored Dress Silks,
Beautiful and Choice Colors, AT A BARGAIN.
Our stock of BLACK DRESS SILKS, Striped Silks and Silks in evening shades, will be found very full and complete in all grades, at
VERY LOW PRICES.
BLACK DRESS GOODS.
Full Mourning Dress Goods!
An unusually fine stock of Black Alpacas, all qualities, 25c a yard and upward. Extra good value for quality.
Our line of BLACK CASHMERES which during the season has given such universal satisfaction to buyers has been completely replenished, and prices lower than before.
A Full Assortment of
COLORED DRESS SILKS!
Of All Kinds at Lowest Prices.
We also continue to offer our Standard Bargains in
Yard-wide Linen Suitings only 15c.
Gray Mo'airs, worth 37½c, only 15c.
Japanese Silks, usually sold at 25c, only 12½c.
Summer Grass Cloths only 12½c.
New variety desirable Dress Goods only 12½c.
Plaid Grenadines, extra value, only 25c.
Colored Dress Goods, very fine line, only 25c.
Unexcelled Bargains
IN
DRESS GOODS DEPARTMENT.

DRY GOODS.

William Semple,
165, 167 and 169
FEDERAL STREET, ALLEGHENY.
WEDNESDAY, AUG. 4.

AN EXTRA FINE DISPLAY OF
Medium Dark Prints!
All New Patterns! Very Large Assortment! Fall Designs!
AT 6¼ CENTS,
FAST COLORED LIGHT AND DARK PRINTS!
A large line of styles.
AT 6¼ CENTS,
Bleached and 4-4 Unbleached Muslins.
AT 8¼ CENTS,
Yard-wide Bleached Muslin, undressed.
AT 9 CENTS,
Soft Finish Bleached Muslin, extra good value.
AT 10 CENTS,
Extra Heavy 40-inch Unbleached Muslin.
AT 8½ AND 10 CENTS,
Yard-wide PERCALES, nice line.
AT 8¼ CENTS,
An Extra Bargain in BED TICKING, just slightly damaged.
VERY LOW PRICES IN
Marseilles and Honey-Comb Quilts.
Every Grade, Quality and Size, as Low as 80c for Full Size.
Loom Table Linens and White and Colored Table Damasks; Cloths, Table Napkins, White and in all Colors; Irish Linens, Towelings, Towels, &c., &c.
Shirting and Furniture Checks, Cheviot Checks, German Tickings, French and Domestic Ginghams, Canton Flannels, &c., &c., &c.
Prices on Domestic Dry Goods of all kinds extremely low, and extra inducements are now offered from a very large and complete stock.

DRY GOODS.

William Semple,
165, 167 and 169
FEDERAL STREET, ALLEGHENY.
WEDNESDAY, AUG. 4.

GENTS' FURNISHING GOODS
Ladies and Misses' Furnishing Goods.
A fine assortment of Ladies, Gents, Misses and Children's HOSIERY, Domestic and Imported, in Striped, White and Plain Colored.
Gents' Fine White Dress Shirts, Percale and Calico Shirts.
Fine line of NECKWEAR for Gents. Latest styles of Bows and Scarfs, Collars, Handkerchiefs, Cuffs, Gloves, &c., &c.
OPENED THIS MORNING, New Assortment of
FLOWERS, PLUMES, FEATHERS AND BIRDS,
And Latest Styles of Hats and Bonnets.
THE NEW
"Chester Hats."
Ladies' Silk, Crepe and Lace Ties.
Lace Scarfs, Veilings, &c.
New Ruching and Neckwear.
Veil and Hat Ornaments.
Imitation and Real Hair Switches, &c., &c.
GREAT VARIETY OF
New Hamburg Edgings and Insertings,
VERY LOW PRICES.
Laces, Fringes and Dress Trimmings of Every Description.
Boots, Shoes, Gaiters and Slippers—Good Bargains in these.
BURT'S SHOES A SPECIALTY.
Clothing Department!
Attractive and replete with New and Latest Styles of Ready-made Suits for Boys, Youths and Gents.

DRY GOODS.

William Semple,
165, 167 and 169
FEDERAL STREET, ALLEGHENY.
WEDNESDAY, AUG. 4.

Ladies, Misses and Children's Suits, of Eastern and Home Manufacture, made and trimmed in latest and most Fashionable Styles, and materials of all kinds. Children's Embroidered Linen Suits, Ladies' Grass Cloth, Linen, Debege, Alpaca, Poplin and Silk Poplin Suits.
PRICES VERY LOW.
Lace Points and Sacques, Very Great Bargains.
Ladies' Summer Outside Garments
OF EVERY DESCRIPTION.
LADIES' WAISTS,
LADIES' SKIRTS,
LADIES' UNDERWEAR.
WHITE GOODS.
Ladies' Hand Satchels,
Traveling Bags, Valises,
Ladies and Gents' Trunks, all prices.
Carpet Department!
FULL LINE OF
Carpets, Oil Cloths and Mattings.
Window Blinds,
Window Hollands,
Window Fixings,
Lace Curtains,
Curtain Damasks,
Stair Rods and Fixtures.
CORNICES, BRACKETS, ETC.

Prices as Low as Can be Found Anywhere in the United States.

BROUGHTON'S
NEW ADJUSTABLE
Window Screen
WILL FIT ANY WINDOW
AND
WEAR FOR YEARS.
IT IS A SURE PROTECTION AGAINST
FLIES AND MUSQUITOES.
In a Single Season it will SAVE ITS ENTIRE COST in Wall Paper, Painting, Whitewashing, House Cleaning, &c.
CALL AND SEE IT,
OR SEND FOR
ILLUSTRATED PRICE LIST
TO
Lindsay, Sterrit & Co.,
NO. 247
Liberty Street,
PITTSBURGH.
MWF-4p

STEAMSHIPS.

INMAN LINE
ROYAL MAIL STEAMERS
For Queenstown and Liverpool.
SAILING FROM NEW YORK ON SATURDAY OF EACH WEEK, FROM PIER 45, NORTH RIVER.
CITY OF ANTWERP, CITY OF LONDON,
CITY OF BERLIN, CITY OF LIMERICK,
CITY OF BRISTOL, CITY OF MONTREAL,
CITY OF BROOKLYN, CITY OF NEW YORK,
CITY OF BRUSSELS, CITY OF PARIS,
CITY OF CHESTER, CITY OF RICHMOND.
Passengers will find these Steamers tastefully fitted up, while the Staterooms are light, airy and roomy. The Saloons are large and well ventilated, the breadth of the vessel, and situated where there is least noise and motion. Smoking Rooms, Ladies' Boudoirs, Pianofortes and Libraries, Bath Rooms, Barber's Shop, &c.
Instant communication with the stewards by electric bells.
The Steamers of this Company adopt the Southerly Route, thus lessening the danger from ice and fogs.
Rates of Passage—$80 and $100, gold, according to accommodation, all having equal saloon privileges.
Round Trip Tickets—$145 and $175, gold.
Steerage—To and from all points at reduced rates.
JOHN G. DALE, Agent,
15 Broadway, New York, or
J. J. McCORMACK,
MAX SHAMBERG,
Pittsburgh.

AMERICAN LINE.
Mail Steamships.
Only Line Carrying the American Flag
Sailing Every Thursday from PHILADELPHIA
For Queenstown and Liverpool.
CABIN, INTERMEDIATE AND STEERAGE
Accommodations Unsurpassed.
Rates as low as any other First-Class Line.
PETER WRIGHT & SONS, General Agents, Philadelphia.
Louis Moeser, 142 Smithfield street, Thomas E. Watt, 78 Fifth avenue, J. J. McCormick, Smithfield street and Fourth avenue, Pittsburgh; Wm. Semple, 165, 167 and 169 Federal street, Allegheny city.

RIVER PACKETS.

PORTSMOUTH AND CINCINNATI.
For Wheeling, Marietta, Parkersburg, Ironton, Portsmouth and Cincinnati.
EVERY FRIDAY—3 P. M.
THE FINE PASSENGER STEAMER
GRANITE STATE,
W. H. KERR.......Commander.
R. H. KERR.......Clerk.
Will leave as announced above.
For Freight or Passage apply on Board, or to
J. D. COLLINGWOOD, or
S. R. & W. J. PATTERSON,
Wharf-boat, foot of Wood street.

LOUISVILLE.
For Cincinnati and Louisville.
THIS DAY, AUGUST 6—4 P. M.
THE FINE PASSENGER STEAMER
EXCHANGE,
SAML. SHUMAN.......Commander
WM. HARBISON.......Clerk
Will leave as announced above.
Giving through receipts to all points South and West.
For Freight or Passage apply on Board, or to
J. D. COLLINGWOOD, or
FAIRMAN & HENDERSON, Agents,
Corner of Wood and Water streets.

ST. PAUL.
For Louisville, Cairo, St. Louis, Galena, Dubuque, and St Paul.
FRIDAY, AUGUST 6—4 P. M.
THE FINE STEAMER
JOHN L. RHOADS.
J. M. VANDEGRIFT.......Captain.
JOHN C. FISHER.......Clerk.
Will leave as announced above.
Will give through bills to Memphis, Vicksburg, New Orleans and Nashville.
For Freight or Passage apply on Board, or to
J. D. COLLINGWOOD, or
GEORGE H. GHRIEST, Agents.

NEW BOAT FOR SALE.
Hull lying at Georgetown, Engines at Wellsville, ready to put on board. Any person wishing to purchase all or part, can have the commanding interest. For further particulars, address
ADAM POE,
tf Georgetown, Beaver county, Pa.

PIER, DANNALS & CO,
Brewers of Ale and Porter,
STEVENSON STREET, PITTSBURGH, have constantly on hand at their Bottling House,
BOTTLED ALE AND PORTER,
WHICH THEY GUARANTEE THE BEST IN THE MARKET.
PINTS, $1 50 PER DOZEN.
Especially convenient for family and table use. Made from Malt and Hops, and entirely free of deleterious compounds. It is a MOST WHOLESOME STIMULANT FOR INVALIDS.
DELIVERED FREE. Send your orders by mail or call in person at Oregon Brewery.
4p

STEAMSHIPS.

CUNARD LINE—THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMERS, between New York and Liverpool, calling at Cork Harbor,
Sailing Every Wednesday and Saturday,
THE GREAT FLEET OF 1875.
SCOTIA, RUSSIA, BOTHINA, SCYTHIA, CUBA, ALGERIA, ABYSSINIA, JAVA, CHINA, CALABRIA.
RATES OF PASSAGE:
CABIN—$80, $100, $130, Gold. Excursion Tickets at Reduced Rates.
STEERAGE rates unsettled. Passengers will more than serve their interest by booking at my office.
Passengers also booked to and from Hamburg, Bremen, Sweden, &c., at low rates.
DRAFTS issued at Lowest Rates.
For Cabin or Steerage Passage apply to
JOHN J. McCORMICK, Agent,
Smithfield street and Fourth avenue.

AMUSEMENTS.

Trimble's Varieties Theater.
FRED. AIMS.......Manager.
GEORGE W. HERMAN.......Stage Manager.
Grand Opening of the Fall Season,
SATURDAY, AUGUST 7,
With the following Stars:
The Great California Specialists,
MISS LIZZIE WATSON AND HARRY BRAHAM.
The Unsurpassed LENTON FAMILY, Five in Number.
MISS ANGIE SCHOTT, Empress of Illusionists.
The Queen of Song, M'lle ZITTELLA. | The Dashing LILLIAN SISTERS.
The Beautiful Vocalist, Miss ANNIE FOX.
The Only Big 4 WALTERS AND MORTON, MANCHESTER AND JENNINGS. 4
The Lancashire Clogist, Mr. JOHN WILLIAMS.
The Favorite, CHARLES BENEDICT, | The Great Comique, ROBERT FURGESON.
King of Banjoists, ANDREW LEAVITT; the Great Comedian, Mr. JOE LANG, and GEORGE W. HERMAN in a Glorious Bill.
Matinee Saturday and Wednesday at 2:30.

LECTURES.

KINDERGARTEN.
LECTURE BY
HON. B. G. NORTHROP, OF NEW HAVEN,
IN THE
United Presbyterian Church, Sewickley,
ON
Saturday Evening, 7th inst., at 7 1-2 O'Cl'k.
Second Lecture on JAPAN, SUNDAY EVENING, at Presbyterian Church. Tickets 25 cents for the Course. For sale at McElwain's and Chamberlin's Stores, Sewickley, and at Ticket Office at Union Depot and Allegheny, where Excursion Tickets, good till 9th, can be had at 50 cents each.

PROPOSALS.

NOTICE.

WYLIE AVENUE IMPROVEMENT.

The Commissioners for the Improvement of Wylie avenue, from Kirkpatrick street to Herron avenue, hereby give notice that the

ASSESSMENT PLAN,

With a SCHEDULE OF ASSESSMENTS, will be on exhibition at the office of the Engineers of said Commission, at MUNICIPAL HALL, from and after AUGUST 13, 1875, for a period of twenty days, for correction of errors, if any.

Property owners are requested to call and examine their assessments.

N. B.—The first assessment for this improvement will be due and payable at office of City Treasurer, OCTOBER 1, 1875.

WILLIS BOOTHE,
E. P. JONES,
CHARLES JEREMY,
JOHN T. PATTERSON,
SAMUEL B. WAUGHTER,
Commissioners.

Notice to Contractors.

SEALED PROPOSALS will be received by the Board of Education of Independent School District Number Five (5), Unity township, Columbiana county, Ohio, at the office of Chamberlain & Martin, in East Palestine, Ohio, UNTIL 12 O'CLOCK M. OF AUGUST 7, 1875, for furnishing material and building a

SCHOOL HOUSE,

In East Palestine, Ohio. Bids for material and labor must be separately stated, with price thereof, and must contain the name of every person interested in the same, and be accompanied by sufficient guarantee that the contract will be perfected in case the bid is accepted.

Plans and specifications may be seen at the office of Chamberlain & Martin, in East Palestine, from and after July 19, 1875.

The Board reserve the right to reject any or all bids, or any part thereof.

By order of the Board of Education.
HUGH LAUGHLIN, Clerk.
East Palestine, Ohio, July 8, 1875.

HOTELS.

GIRARD HOUSE,
Corner Ninth and Chestnut Streets, Philadelphia.
McKibbin, Vosburg & Co,
CHAMBERS McKIBBIN, ROBERT H. VOSBURG, JERE. McKIBBIN.
The above magnificent property has passed into our possession. In the elegance of its interior arrangements, its apartments and Table, it shall equal any Hotel in the country.

GRAIN AND PRODUCE.

LAING & McKALLIP,
DEALERS IN
GRAIN, FLOUR, FEED,
Baled Hay, &c.
GENERAL AGENTS FOR THE CELEBRATED PHŒNIX, LOUISVILLE AND ROSENDALE HYDRAULIC CEMENTS.
Calcined Plaster, White Lime.
SOLE AGENTS OF CELEBRATED WILKESBARRE ANTHRACITE COAL.
347 Liberty Street,
PITTSBURGH, PA.

BUTTER, EGGS, CHEESE. | TIMOTHY SEED, NEW POTATOES, PEACHES and APPLES.
HENRY REA, Jr.,
Produce Commission Merchant,
305 Liberty st., opposite Smithfield st., Pittsburgh.

CALDWELL & CO.,
COMMISSION MERCHANTS,
AND DEALERS IN
GRAIN, HAY AND PRODUCE,
205 Liberty St., Pittsburgh, Pa.
Orders for shipment and consignment solicited and promptly attended to.

FLOUR.
Best Brands of Winter and Spring Wheat Flour,
In store and to arrive. For Sale by
D. WALLACE.

PATENTS.

PATENTS PROCURED.
PATENTS BOUGHT AND SOLD.
Township, County and State Rights for sale, for the best inventions in the county. Send for Circular to 122 Fifth avenue. O. D. LEVIS, Solicitor of Patents.
Charges to suit the times.

PATENTS!
It is to your advantage in taking out Patents or having Patents to sell or Models to make to give us a call. All information cheerfully given Send for circular. Address
GILLEN AND BOAL
No. 16 Sixth street, (late St. Clair,) Pittsburgh.

STOCK SALES.

AUCTION SALE OF STOCKS IN Valuable Coal and Iron Property, at the Real Estate and Salesrooms of THOMAS F. STEWART, corner Fifth avenue and Wood street, Pittsburgh, Pa., FRIDAY EVENING, August 27, at 8 o'clock, the following interests or shares in the Pittsburgh and Baltimore Coal, Coke and Iron Company:
10 shares owned by F. W. Heslop.
20 shares owned by James Rown.
40 shares owned by Jared M. Brush.
8 shares owned by Ira B. McVey & Co.
40 shares owned by James Osterson.
56 shares owned by Andrew Lyons.
40 shares owned by Wm. Smith.
40 shares owned by A. H. Tack.
40 shares owned by T. E. Tack.
By order of the Treasurer P. & B. C., C. & I. Co.
THOMAS F. STEWART,
AUCTIONEER.

AUCTION SALES.

Great Auction Sale
OF

CARRIAGES AND HARNESS
OF EVERY DESCRIPTION,
AT
McKELVEY'S
Carriage and Harness Bazaar,
4 DIAMOND STREET,
NEAR LIBERTY, PITTSBURGH, PA.
I have a very large lot of second-hand Vehicles, both Top and No-Top, which together with my stock of new work, consisting of
CARRIAGES,
TOP BUGGIES,
JAGGAR, and
BUCK WAGONS.
Also a lot of New and Second-hand SINGLE and DOUBLE HARNESS, I will sell at Auction on
WEDNESDAY, AUGUST 11, 1875,
COMMENCING AT 10 O'CLOCK A. M.
Persons needing Vehicles of any style should attend this sale as they can buy at their own prices. Sale Positive. No Postponement on Account of Weather.
J. A. McKELVY, Proprietor.
N. WHITING & CO., Auctioneers.

VALUABLE COAL PROPERTY
Coal Bluff Mining Company's Works.
TUESDAY EVENING, August 10, at 8 o'clock, will be sold on second floor of McILWAINE'S AUCTION ROOMS, 106 Smithfield street, the Coal Bluff Mining Company's very desirable Coal Property, situated on west side of Monongahela river, five miles from Monongahela City. The property contains 400 acres superior quality coal and 40 acres surface, with nearly half a mile river frontage and two abutments.
The works are in perfect and complete running order, with through drainage and unusual facilities for loading, both on P. V. and C. Railroad and on Monongahela slackwater, at very short distance from mouth of mine. The mine has two main entries of 1,275 yards each, laid with T rail; also a new siding on the railroad, to hold about thirty cars, equipped with Pitt cars. The improvements are 40 Dwelling Houses, 1 Store House and Dwelling, Coal Office, Stable and Blacksmith Shop. This is the most complete and desirable Coal Property in the Monongahela Valley. Terms made known at sale.
JOHN D. BAILEY,
AUCTIONEER,
Successor to A. McIlwaine, deceased.

ASSIGNEE'S SALE.
TUESDAY MORNING, AUGUST 17TH, AT 10 O'CLOCK, by order of Thomas N. Christy, Assignee of George Wincher, Bankrupt, will be sold at
No. 387 Fifth Avenue, Pittsburgh, Pa.,
a large and choice stock of Flour, Canned Fruit, Coffee, Syrup, Teas, Stone and China Ware, Platform and Counter Scales, &c., &c.
R. W. McCONNELL,
F Auctioneer.

FOR SALE.

ADMINISTRATOR'S SALE.
By virtue of an order of the Orphans' Court of Allegheny county, made July 21, 1875, the undersigned, Administrator of ELLEN DEEGAN, late of the city of Pittsburgh, Pa., deceased, will expose to Public Sale on the premises, on
Saturday, the 14th day of August, 1875,
AT 10 O'CLOCK A. M.,
All that certain LOT OR PIECE OF GROUND situate in the Seventeenth ward of the city of Pittsburgh, Pa., being
LOT NO. 21
In a plan of Lots laid out by John Chislett, Jr., and adjoining on the one side Lot No. 20, and on the other Lot No. 22 in said plan. Said Lot having a front on Forty-fifth street of 22 feet and extending back, preserving the same width, 108 feet to an alley 18 feet wide, and having thereon erected a
Two-story Frame Dwelling House.
Terms made known on day of sale. For further particulars apply to
A. TOMLINSON,
Administrator of Ellen Deegan, deceased.
Pittsburgh, July 21, 1875. F

FOR SALE.
THE REAL ESTATE
OF THE
Monongahela Foundry & Machine Shops
Being 190 feet on Water by 160 to First avenue, with the Buildings thereon.
tf JAMES O'HARA.

FOR SALE.
Real Estate.
NO. 99 BEECH STREET, ALLEGHENY, within half square of the Parks; nearly new three-story Brick House, with all modern improvements. Lot 25x100, to 20 foot alley.
NO. 228 PENN AVENUE; modern built three-story Brick, ten rooms; lot 24x100 to paved alley. Can be adapted to business purposes at small cost. Terms easy.
NO. 47 BEECH STREET, ALLEGHENY, near the Parks. Finely finished Brick, ten rooms, marble mantels, bath room, closets, and everything complete; lot 30x100 to Buttercup alley.
NO. 5 SNYDER STREET, Pleasant Valley, Allegheny. Nearly new Frame House, six rooms and finished attic; large lot; street cars within short distance. Small cash payment required; balance on long time.
EAST LIBERTY. Elegant Building Lot near Hiland avenue, 24x107 feet. Will be sold very low for cash.
F. L. STEPHENSON,
Broker and Notary Public,
No. 16 Sixth (late St. Clair) street, Pittsburgh.

Buy a Lot in Ashchenaz